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December 2, 1968

RAILWAY AGE

THE TRANSPORTATION WEEKLY

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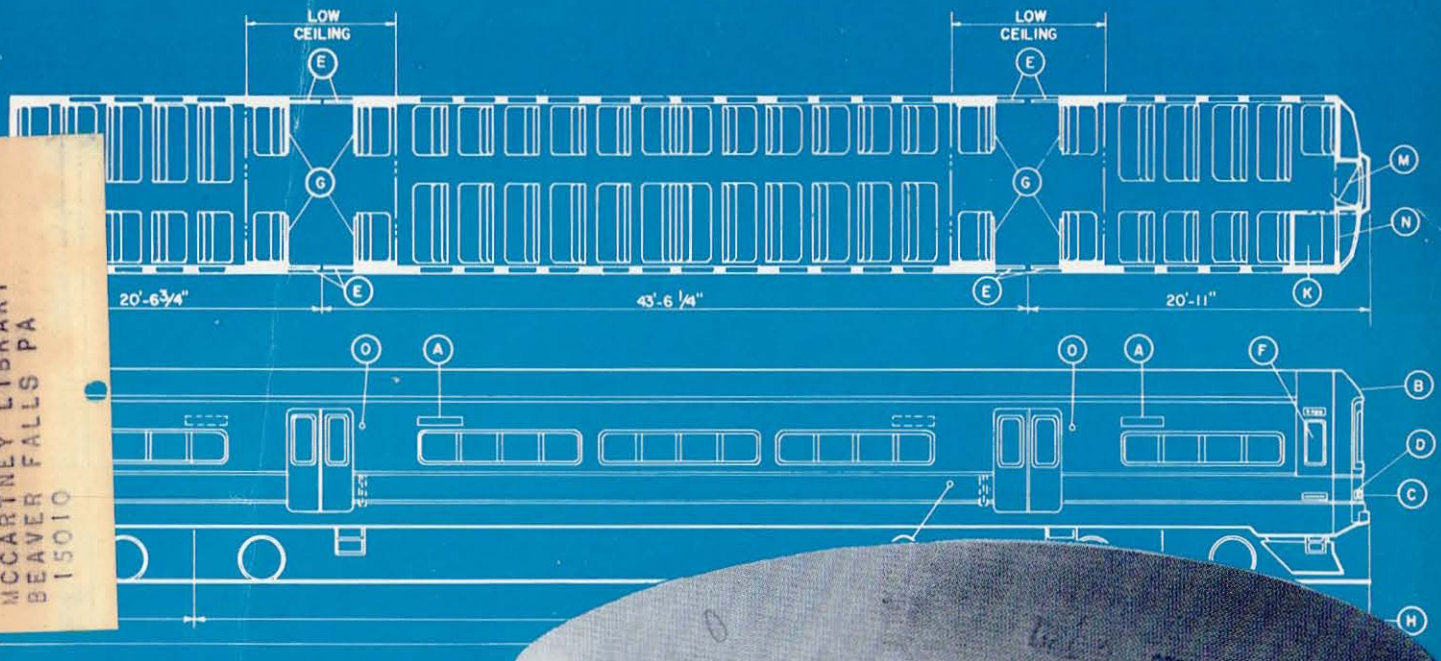

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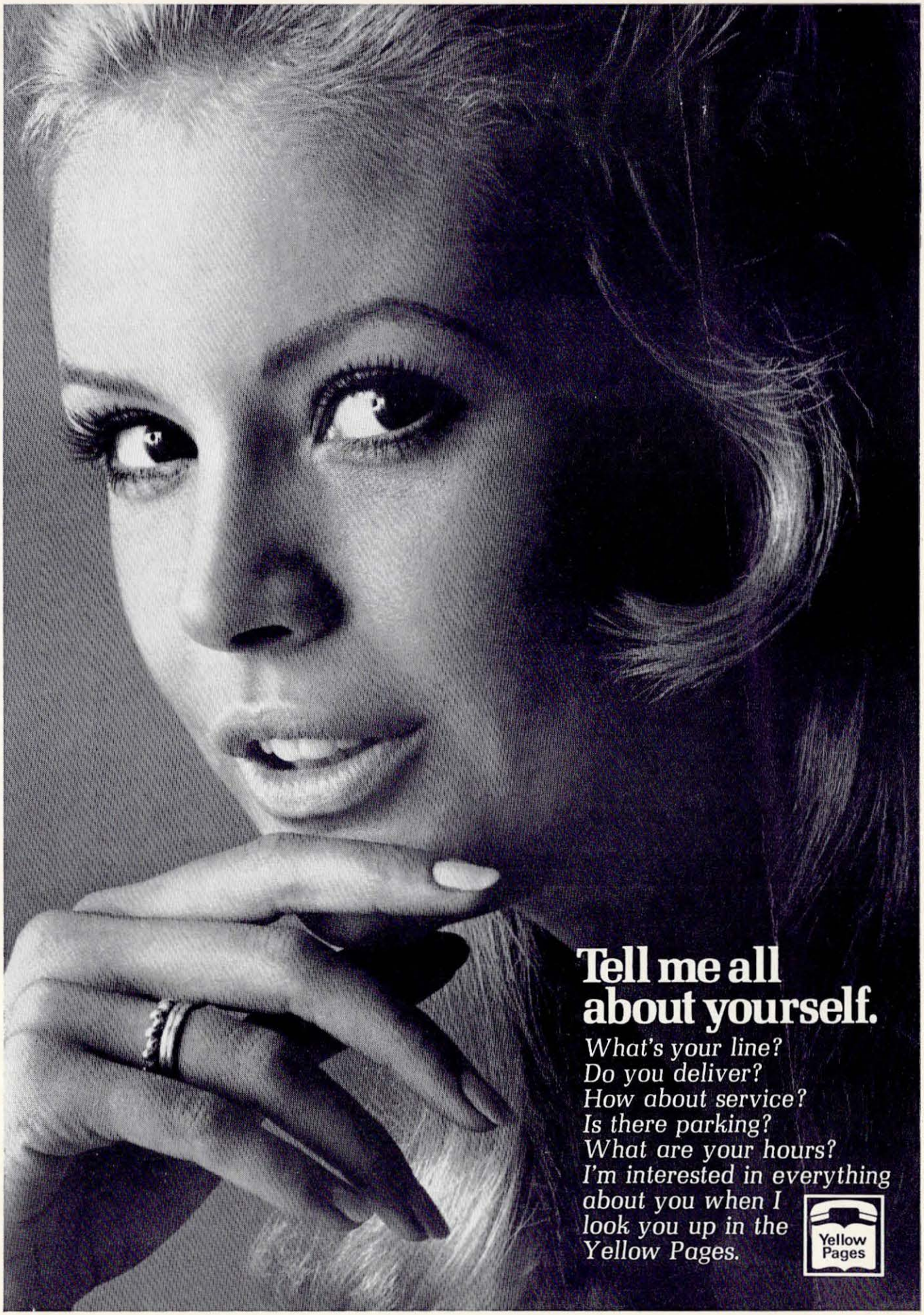
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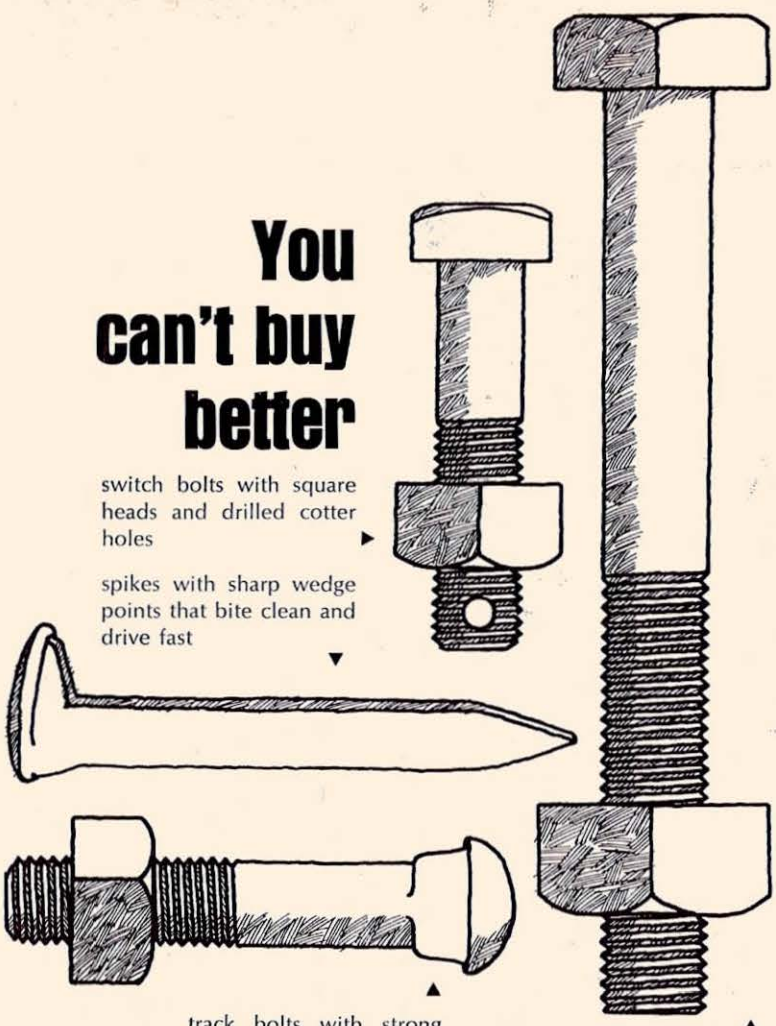

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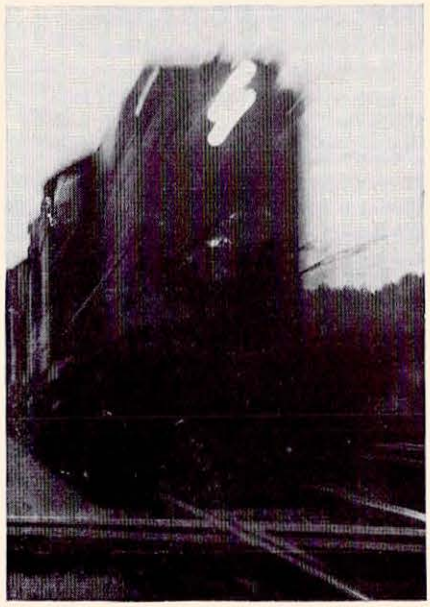

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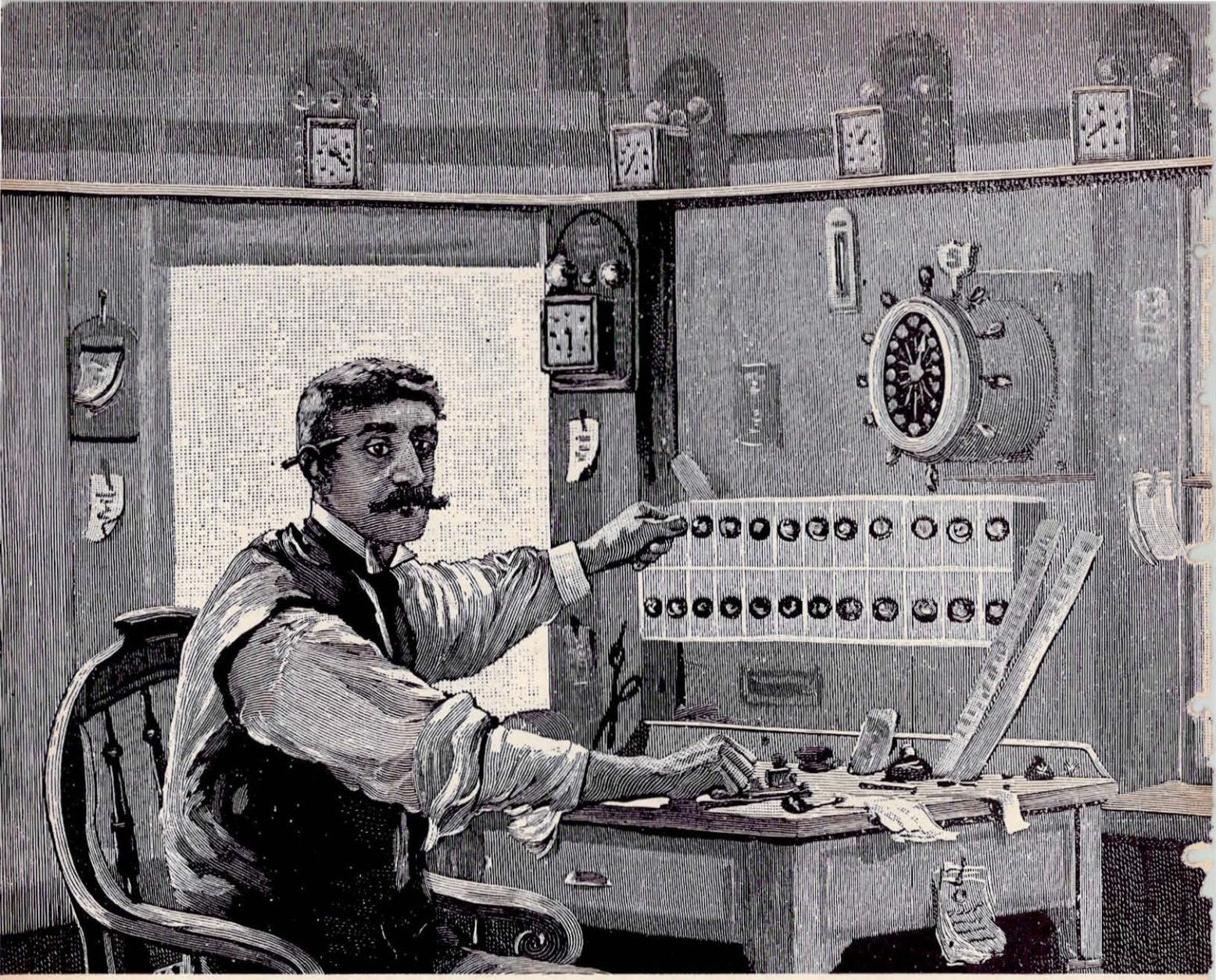

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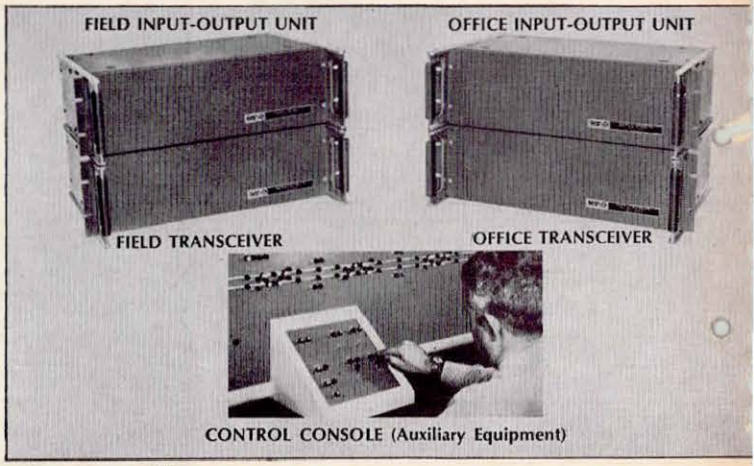

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MEMBER RPI

Circle 4 on coupon page 24

RAILWAY AGE

Dec. 2, 1968 • Vol. 165, No. 21

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All the cars will be in service by the last half of 1970.

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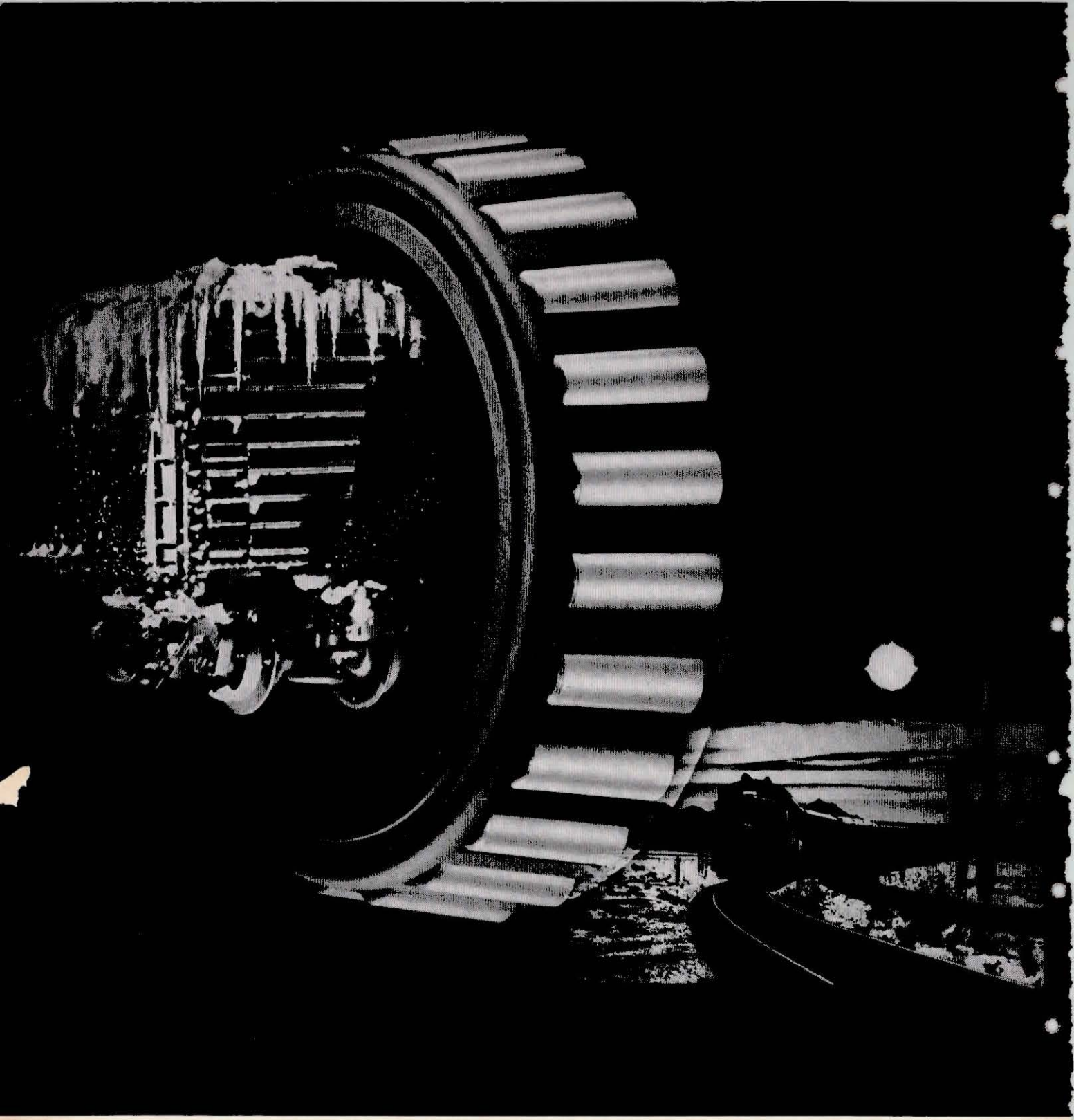
...AND COMING NEXT WEEK

The simple, common, ordinary crosstie, in today's railroading is (1) a vital part of the plant, without which trains don't run and (2) a part of the plant that's too often taken for granted. The Dec. 9 issue of Railway Age takes a look at current research and development work in crossties and examines one road's new procedures in tie replacement.

Railway Age, established in 1856, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.
Published weekly (except for four issues combining two-in-one) by the Simmons-Boardman Publishing Corporation at Third and Hunting Park Ave., Philadelphia, Pa.
Railroad employees' subscription rate, U.S. possessions, Canada and Mexico, $6 one year, $9 two years, all others $15 for one year, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year. In other countries, $15 a year. Single copies 60¢ except special issues.
Address all subscriptions, change of address and correspondence concerning them to Subscription Dept., Railway Age, P.O. Box 961, Bristol, Conn. 06010.
Change of address should reach us three weeks in advance of next issue date. Send old address with new enclosing, if possible, your address label. Post office will not forward copies unless you provide extra postage.

Circulation Dept.: John Rogers Director of Circulation, 30 Church St., New York, N.Y. 10007. POSTMASTER—SEND FORM 3579 TO P.O. BOX 961, BRISTOL, CONN. 06010.
Printed at the Periodical Press, Philadelphia, Pa. Second-class postage paid at Philadelphia, Pa. and at additional mailing offices.



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SHORT AND SIGNIFICANT

SP proposes big increase in authorized shares

Southern Pacific shareholders will meet Feb. 6, 1969, to vote on a proposal to increase the number of authorized shares of common stock from 35,667,108 to 90,000,000, and to authorize 10,000,000 shares of preferred stock issuable in series and subject to such terms and conditions as SP directors may determine. Indications were that SP has no immediate plans which would involve issuance of the stock. But the authorization would provide additional flexibility for future diversification-through-acquisition moves.

Crew-consist mediation set to begin

Familiar arguments were restated as an emergency board continued its hearings last week in the crew-consist dispute. The Brotherhood of Railroad Trainmen said the Belt Railway of Chicago, Louisville & Nashville and Illinois Central should restore extra crewmen as other railroads have done since the Jacksonville agreement last February. Rail men replied that the Jacksonville agreement was an unjustified, gun-at-the-head action. Final arguments were expected Nov. 25, and mediation was scheduled to begin Nov. 26.

Truck-tonnage index shows steady rise

The seasonally adjusted monthly index of intercity truck tonnage rose to 166.4 in September, up 2.1 points from the previous month, according to an American Trucking Associations' survey released last week. The index was up 14.1 points when compared with 152.3 in September 1967. The average monthly level of tonnage during the period 1957-59 is taken as 100.

New container operation begun by CN-GTW

Unloading of five containers from three Canadian National/Grand Trunk Western flat cars in Chicago Nov. 25 marked the start of a new rail/water international-trade service, covered by a new agreement between CN and Manchester Lines. Containers were shipped from Manchester, England, via containership to Montreal and then transferred to rail for the movement into Chicago. For its part in handling what's expected to be a growing container traffic, GTW is developing plans for major intermodal terminals at Chicago and Detroit. Other terminals may be set up later, as traffic warrants.

Railway Age Plans 1969 Transit Tour

The 1969 Rail-Transit - Seminar Tour of Europe, sponsored by Railway Age, will leave New York April 29 and return May 15. On the itinerary will be Budapest, Berlin, Frankfurt, Paris, Brussels, Rotterdam and London. In London, tour participants will attend the biennial convention of the International Transport Union (UITP)—the world-wide transit organization. In all cities, seminars will be held with local urban-transport planners and operators, and transit facilities will be inspected. The tour will be conducted by Railway Age Editor Luther Miller and Transit Editor Joe Asher. Inquiries should be directed to the Editor, Railway Age, 30 Church St., New York, N.Y. 10007.

Highways can have $16.7 billion for 1969 use

More than $16.7 billion will be available for Federal, state and local governments to use on highways in 1969, according to the latest estimate of the Federal Highway Administration. Compiled by the Bureau of Public Roads, the estimate shows expected receipts by all government units of $16.6 billion, plus $1.8 billion from bond sales. Redemption of highway bonds and bond interest will take $1.7 billion of that, but total receipts will be $6 million more than for 1968. Revenues for the Federal Highway Trust Fund, from Federal excise taxes on highway users, are expected to reach $4.6 billion, and will account for about 28% of the 1969 money.

MONDAY MORNING REPORT

GOLDBERG GETS HOME TO DINNER...

New Jersey Transportation Commissioner David J. Goldberg picked up the telephone and called home. "Everything's pretty well cleared up now," he said. "I'll be home for dinner." Then putting a few papers neatly into an attache case, Goldberg headed for the front lobby of 1035 Parkway Ave., Trenton, and his car which bears the New Jersey Cabinet license number TDI. "You know it wasn't always this way," he said. "Before the bond issue passed we hardly ever got home in the evenings."

...WITH A BOND ISSUE (AT LAST) UNDER HIS BELT

Goldberg referred to New Jersey's $640-million transportation referendum which voters approved Nov. 5 and which provides $200 million in state funds for hard-pressed commuter rail lines. Twice before (once in 1959, and again in 1963) bond issues on transportation went down in New Jersey as they did this year in Los Angeles and Atlanta. "But we couldn't lose this one," Goldberg said. "We put everything we had into it because we knew that if we didn't we'd really be in a crisis." Goldberg said he approached the problem by merging highway and rail needs into a master plan for transportation.

HOW NEW JERSEY WON, THE THIRD TIME AROUND

"Making it a joint effort was our most important decision," he said. "We realized support had to come from every segment of transportation so we drew up a total package. It may sound strange to have the triple A auto club supporting commuter rail service but that's what happened," Goldberg added.

"WE DIDN'T WANT TO OVERSELL"

The commissioner also stated that early in the campaign it was agreed to make local transportation officials active participants. But the real job of selling the program, Goldberg said, was to make sure it was not overstated. "We didn't want to oversell. We said the bond issue was only an installment and we explained the problem as we saw it. The Penn Central, Erie Lackawanna and the Jersey Central agreed with us and we all joined from January 1967 through October 1968 selling the entire transportation package. "Now," Goldberg said, "we can start implementing it." **—Charles E. Sullivan**

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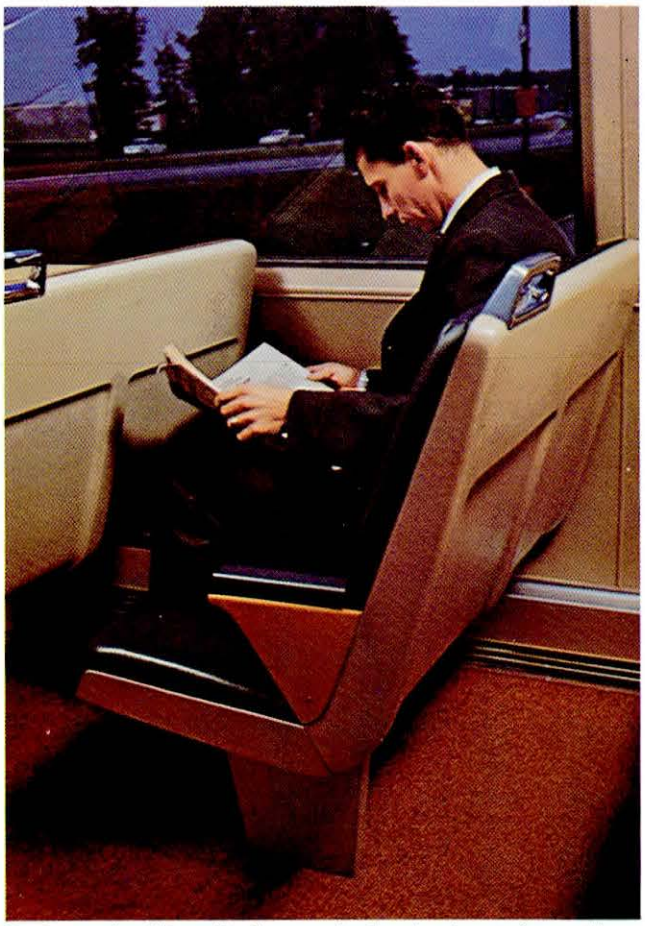

Seats made of Royalite thermoplastic sheet were formed by Pedco Plastics Corp., Wheaton, Illinois and fabricated by Coach and Car Equipment Corp., Elk Grove Village, Illinois.

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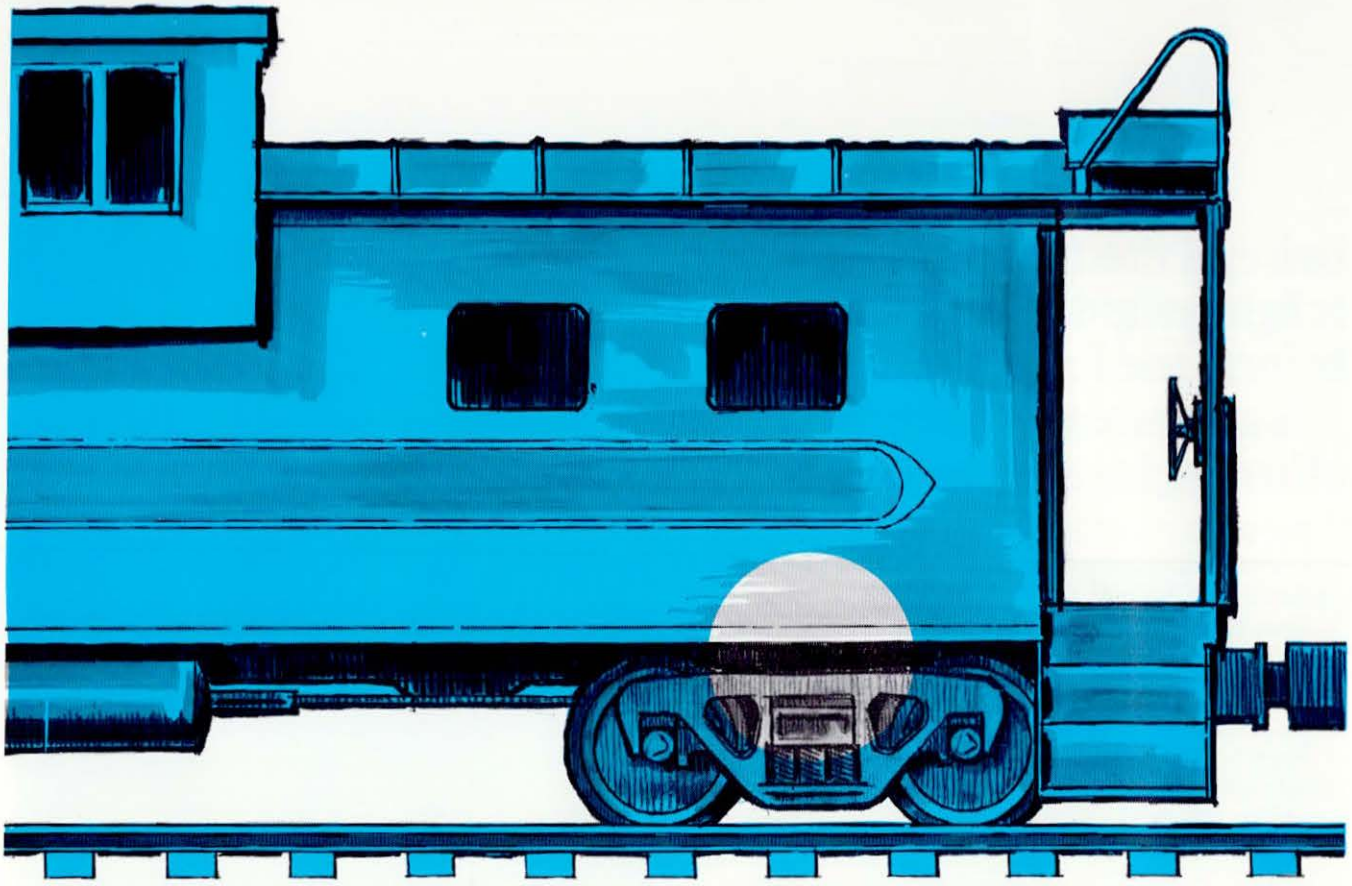

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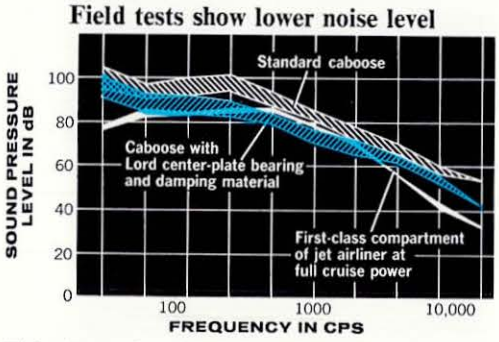
Now a caboose can be quieter than the first-class compartment of a jet airliner.

Here's proof:

Field tests show lower noise level



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New laminated center-plate bearing.

Lord damping material applied to panel surfaces will often lower sound levels even more. Such damping is extremely valuable in curtailing noises resulting from vibration-excited panel resonances.

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LORD

Examiner asks Rent-a-Train modifications

Illinois Central's Rent-a-Train plan needs a minimum annual volume requirement, ICC Examiner Jair S. Kaplan said last week. He said the railroad also should provide alternate rates and charges to cover shipper failure to meet the minimum; remove the minimum speed guarantee because it may be discriminatory; clarify whether shipments must be on the basis of one-shipper-to-one-customer, or whether they can move from several shippers to several customers; and specify whether more than one set of cars can go with one IC power unit. But on the whole, Kaplan liked IC's plan, finding it to be a "sincere and ingenious effort . . . to assist in solving the unique and pressing problems of an important grain growing area." He added: "The indicated modifications would not materially detract from the basic innovative features of the tariff, nor prevent the attainment of its objectives. At least, it deserves a fair trial to determine its efficacy, as well as its weaknesses. It may well be to the benefit of all parties, including protestants, to allow this experimentation." Pending Commission action on the examiner's proposed report, IC will continue to operate Rent-a-Train under the original tariff, as it has since Oct. 29. The fifth such train was scheduled to move last week.

WEEK AT A GLANCE

New-car orders at highest level in 30 months

Class I railroads and private car lines placed orders for 9,800 new freight cars in October—the highest monthly total since April 1966 (when 11,865 cars were ordered). October's level of orders—which took even the optimists by surprise—brought the 10-month total of orders to 45,378. The corresponding figure for the first 10 months of 1967 was 39,372 new cars ordered. While November figures have not yet been totaled, they are known to be on the high side. December is traditionally a heavy month for car-buying. So there seems little doubt that car orders for 1968 will meet or pass the 60,000-level. The backlog of new cars on order and undelivered was 21,395 on Nov. 1, compared with 16,224 on Oct. 1. (*Details on page 37.*)

N&W involved in big Florida deal

Norfolk & Western will participate in the development of a $300-million, 485-acre residential and recreational community in an area known as Cocoplum in Coral Gables, Fla. With N&W in the joint venture will be Trammell Crow of Dallas, one of the country's most successful developers, and Ewell G. Pope and Frank Carter of Atlanta. The development will include a hotel and beach club, high, medium-rise and garden apartments, some 400 single-family sites, a marina and a golf course. Earlier this year, the N&W began an aggressive commercial and residential real estate program and at the same time stepped up its industrial real estate development program. Said NW President H. H. Pevler last week: "This joint venture offers the N&W an opportunity to participate in the development of an unusually attractive site."

Railroads score major rate victory

Railroads now have, at least on an interim basis, $450 million of the $466-million annual rate increase they sought earlier this year. In June, the Interstate Commerce Commission approved an interim 3% increase, which yielded $265 million. Last week, the ICC—still on a temporary basis—approved the full 3%-to10% originally sought, but excluded grain, iron and steel scrap, and pig iron, which must stay at the 3% level. Last week's action added $185 million. The increases can take effect on one day's notice; they are subject to refund if the final decision, expected in mid-January 1969, is negative.

Said the Commission: "The public interest and that of the national defense in a sound, adequate and efficient transportation system will be adversely affected unless the proposed interstate freight rates and charges . . . are permitted to become effective at this time." The Commission added that without the additional revenues, railroads could not provide adequate, efficient transportation "under honest, economical and efficient management."

The original application was filed March 11. Subsequently, more than 600 statements and protests were filed in opposition, including those of major shipper groups. The ICC on June 13-14 heard 11 hours of oral arguments on the issue.

Edward A. Kaier, chief counsel for railroads in the Ex Parte 259 case, said railroads "are pleased with this . . . recognition of their extreme financial needs" but will press for increases on excepted commodities.

GUS WELTY

LINES ON LABOR

IT WAS ALTOGETHER fitting and proper, that James E. Wolfe should be the lead-off man when Louisville & Nashville, Illinois Central and Belt Railway of Chicago began presenting their crew-consist case to Emergency Board 172 in Washington. During the long work-rules dispute, from 1959 on, Doc Wolfe in a very real way *was* the railroad industry. Even though he's been off the firing line officially for more than a year, he remains a symbol of the determination which carried the railroads through that long and sometimes bleak period—the determination which eventually paid off in significant gains in modernizing locomotive and train manning requirements.

DETERMINATION, backbone, guts, call it what you will—this is at the heart of the L&N-IC-Belt argument with the Brotherhood of Railroad Trainmen. The railroads think it's management's job to manage, and part of management lies in deciding the number of employees needed in train operation. The union wonders why the three roads (and a few other holdouts) can't be reasonable and settle the issue on terms which most U.S. roads have accepted.

IT SEEMS TO MATTER NOT to the BRT that eastern roads settled on a quid-pro-quo basis, under which the union withdrew its opposition to full-crew-law repeal (and, since a bargain is a bargain, it matters not a bit that this particular "bargain" has turned out better for the union than for the carriers). It also seems to matter not to the union that many other roads were forced into settlement after taking a strike, or by the threat of a walkout.

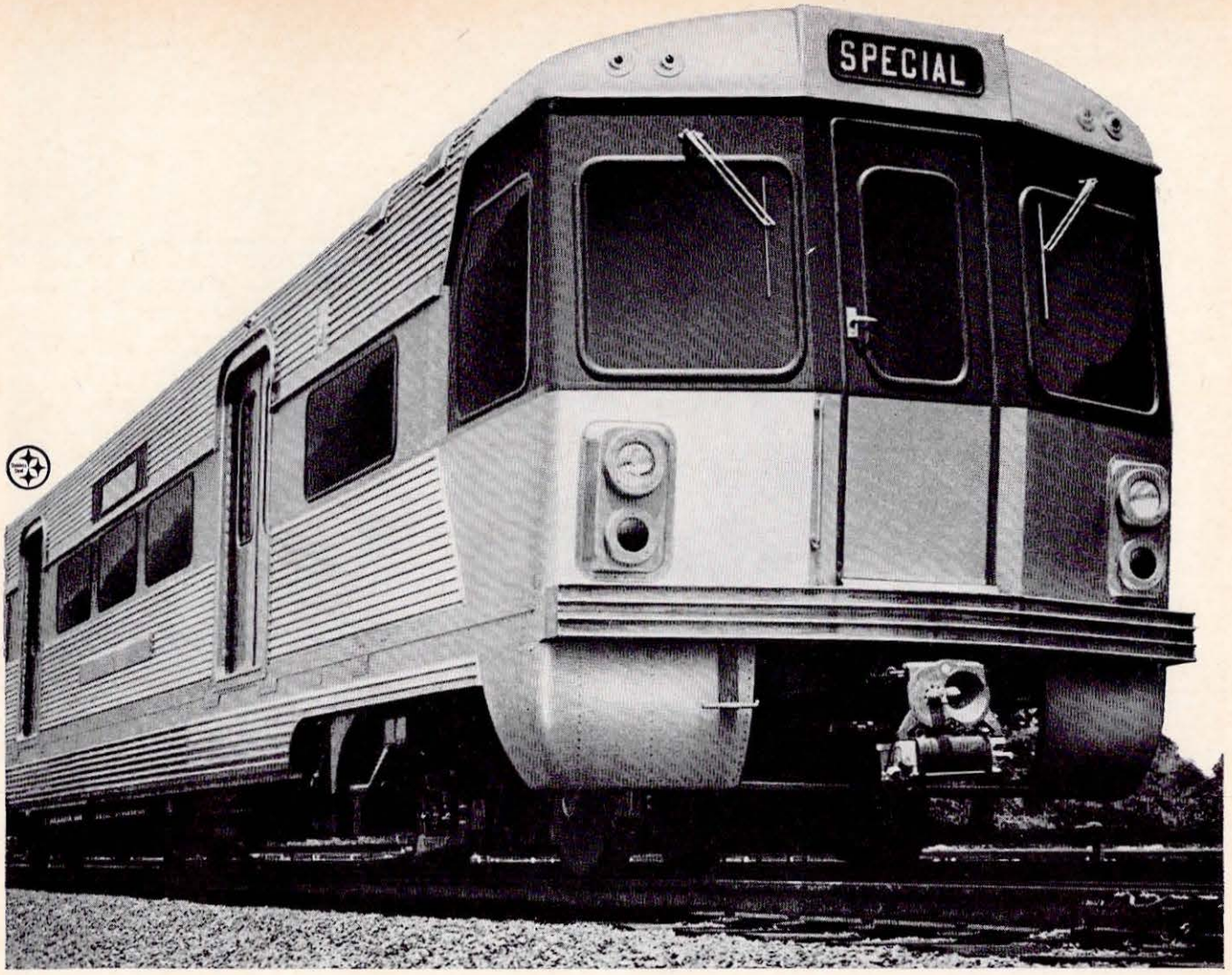
ALL THIS MATTERS, however, to L&N, IC and Belt, to Doc Wolfe and the other carrier witnesses, including Wolfe's successor as National Railway Labor Conference chairman, J. P. Hiltz, Jr. One key point, as Wolfe put it, is that "union intransigence has stood in the way of progress for too long a time." One key point is that the railroad industry today is a new industry, new even by comparison of 1968 with 1963, when Arbitration Board 282 made the first dent in decades-old manning requirements. One key point is that solution to the dispute "is not reversion to the obsolete rules demanded by the BRT, but [rather] the management discretion in crew sizes which the carriers have proposed. I firmly believe that the beneficiaries of such a modern approach will include the employees as well as the carriers themselves and, most important of all, the general public." In such fashion, the honored warrior returned to the wars—still the dogged, determined battler for progress. Still the fighter. Still, to sum it up, Doc Wolfe.

Merger and the BRAC: One yes, one maybe

The merger-minded Brotherhood of Railway and Airline Clerks is moving toward merger with one relatively small rail labor organization — but its proposed merger with a second and much larger union remains a question mark. It's expected that the Railway Patrolmen's International Union will be merged into BRAC next Jan. 1. But the Clerks' merger with the Transportation-Communication Employees Union has been in and out of the courts, and back in again. Anti-merger TCEU people on Illinois Central first filed suit in federal district court in Mississippi in an attempt to block counting of the ballots, but a judge there dismissed the case for lack of jurisdiction. The dissidents then filed suit in St. Louis, and while the judge declined to issue a restraining order immediately, he did set a hearing for Nov. 27. In the absence of an order, TCEU's ballot committee began verifying the ballots, a preliminary step to the counting. The dissidents raised TCEU constitutional questions in the first suit, but in the second go-round emphasis appeared to be placed on a charge that merger would take away TCEU members' rights to choose their representatives under the Railway Labor Act.

Shopcrafts active —on several fronts

Shopcraft unions, whose most recent wage/benefit movement required an act of Congress and arbitration to settle, are back in the arena with new Section 6 notices. Four of the six organizations — the Machinists, Sheet Metal Workers, Electrical Workers and Boilermakers and Blacksmiths—have served identical notices calling for contract changes effective Jan. 1. Among the demands: Uniform minimum rates of pay; an increase of 10%; shift differentials of 10 cents and 15 cents an hour, respectively, for second- and third shift work; additional skill adjustments for journeymen and mechanics of 10 cents an hour effective next April 1 and another 10 cents an hour next Oct. 1; a quarterly cost-of-living adjustment; and payment of 6% interest on all increases due, effective 30 days after the due-date of the increase. Of possible significance: Two shopcrafts, the Carmen and the Firemen and Oilers, are not involved in the movement at this point. In the past, generally, the six have acted together.



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INTERNATIONAL NICKEL

Circle 9 on coupon page 24

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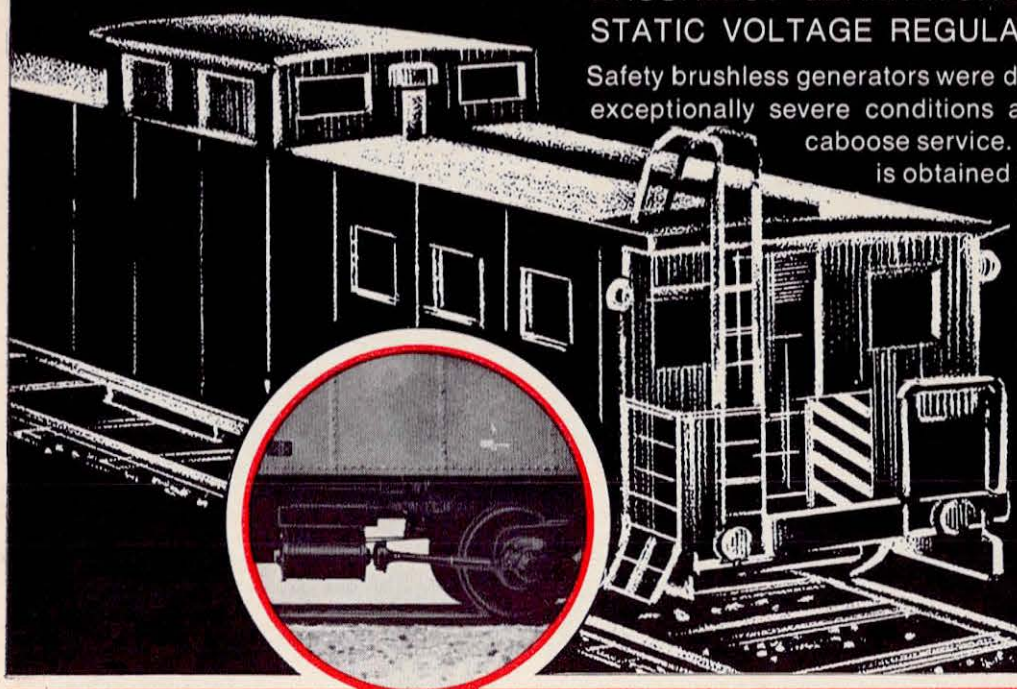
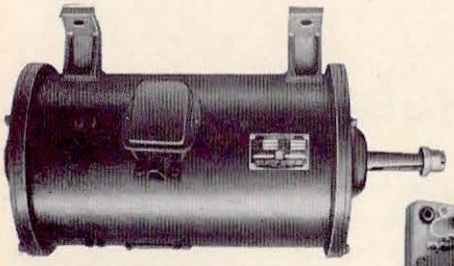
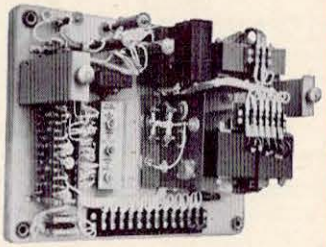
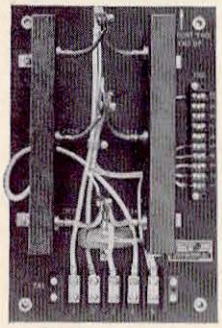


3 KW BRUSHLESS GENERATOR EQUIPMENT



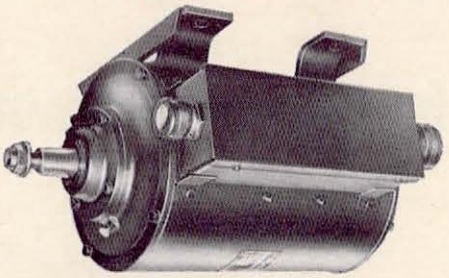


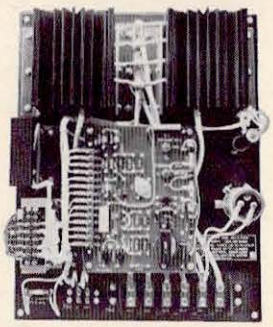


DATA:

KW-3
Output Voltage — 35/45 D.C.
Load Current — 75 Amps. Max.
Cut-in Speed — 300 RPM
Full Load Speed — 450 RPM
Maximum Speed — 4800 RPM

1.5 KW BRUSHLESS GENERATOR EQUIPMENT





DATA:

KW-1.5/2.0
Output Voltage — 13.8/19.2 D.C.
Load Current — 100 Amps. Max.
Cut-in Speed — 550/700 RPM
Full Load Speed — 1400 RPM @ 13.8 V. 1800 RPM @ 19.2 V.
Maximum Speed — 7500 RPM

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THE NORTHERNS MERGER:

Why a Federal court said yes

Merger-generated competition, court rules, will be consistent with public interest in light of Congress's transport policy.

By FRANK MALONE,
Washington Editor

You can look at Burlington Northern several ways. From one angle, you can see two million acres of timber and six million acres of mineral rights. From another angle, you can see 27,000 miles of railroad and $3.15 billion in assets.

From a third angle, the most important, you can see tough new binding of Canada to Gulf of Mexico and Great Lakes to Pacific Ocean—convincing proof that, yes, America, there really is a Congressional policy for strong transportation through rail merger.

Burlington Northern can be seen as all that if a Nov. 20 district court blessing turns out to be the last cog in the union of Burlington, Great Northern and Northern Pacific. Dec. 5 will mark the end of the 15-day stay for appeal to the Supreme Court.

● **Competition, the issue.** The biggest word in the court's long decision was competition. The court ruled that the merger-generated competition—between modes as well as between railroads—will be consistent with the public interest "in light of the national transportation policy formulated by Congress."

With that decision, the district court rebuked a Justice Department charge of competition-busting. It affirmed an ICC judgment of competition-building. The Commission conclusion (April 11, 1968) was a reversal of its own previous denial. On March 31, 1966, the ICC called the proposed merger contrary to public interest. The 1968 turnaround was due mainly to re-tailoring of the railroads' case so it would meet all objections.

In addition to weakened competition, those objections are reflected in these words of the court: "We conclude also that the ratio of stock exchange approved by the Commission is just and reasonable, that the employee problem is satisfactorily solved, and . . . that other contentions against the merger do not override the benefits, including savings and better service, which are projected in the reasoned judgement of the agency charged with primary governmental responsibility."

For balance, however, the court approved five-year Commission jurisdiction for making adjustments that may seem necessary, especially as other merger proceedings move forward.

● **Competition in general.** Looking at the competitive picture, Justice saw an invasion of public policy represented by the antitrust laws but not countered by benefits justifying the merger in the public interest, the court said. Justice argued that the ICC was wrong in viewing national transport policy as favorable to rails blending into a limited number of systems.

The court answered: "While the Commission interpreted the national policy as encouraging mergers, we do not think it was guided by a presumption. It concluded that 'the policy of the [Transportation Act of 1940] is clearly to facilitate and thereby foster and encourage consolidations which can be shown to be consistent with the public interest.' Thus, consolidation must be shown and not presumed to be consistent with the public interest," the court said.

"The question in the end is whether the merger is in the public interest . . "

The competitive issue hangs mainly on the question of Class II stations—those served by at least two of the prospective partners and at least one other railroad. The ICC said the impact on these stations would not be significant enough to bar merger. In many cases, there was no competition anyway, because the lines were end-to-end or complementary. For the principal Class II stations, moreover, there still would be service by at least three railroads, plus trucks and planes.

The court said: "Finding that the allocation of traffic is not wholly the result of competitive forces is another way of saying the percentage figures pertinent to Class II stations tend to over-emphasize the importance of *intra*-modal competition at these points.

"This conclusion finds ample support in the record. The factors considered by the Commission are broadly indicative of the weakness of the Department of Justice's emphasis on raw statistics."

● **Milwaukee provided for.** One of the tailored elements of the case fit the Milwaukee, which previously had argued that the Northern Lines merger would hurt the public interest if Milwaukee's competitive position remained weak. Milwaukee's problem was that it was "short-hauled" and prevented from being a true trans-continental competitor. Although it had extensive trackage in the Northwest, it did not reach Portland, Ore., or Bieber, Calif. It missed interchange with north-south coast traffic. Traffic originating east of the Twin Cities, destined for Portland or California, had to go to the Northern lines at Minneapolis-St. Paul. The Northerns wouldn't interchange with Milwaukee farther west because they wanted the longest possible haul on their own trackage.

What Milwaukee will get is 11 new interchange points west of the Twin Cities. Also, it can move its terminal 47 miles into Portland and connect there with the Union Pacific and with Canadian lines. That means immediate competition with Northern's transcontinental traffic and access to north-south coast movements.

But Justice wanted Milwaukee beefed up without a merger. It said the Commission had no power to credit the merger with any benefits from approval-conditions that aid Milwaukee. Rather, Justice said, the Commission had power to order the opening of gateways, stop interchange discrimination, independently of merger.

The court answered: "The question in the end is whether the merger is in the public interest. The strengthening of the Milwaukee is quite relevant to that question. In its strengthened position, Milwaukee on its part would assure greater intramodal competition. If it were strengthened independently of the merger . . . the issue of the public interest, though made simpler, would still exist in the merger proceedings."

● **Inter-modal, too.** Superhighways, pipelines and improved waterways warn of tougher competition than already exists, the court said. For example, new interstate highways between Chicago, Twin Cities and Seattle will make the Twin Cities-Seattle truck route 241 miles shorter than the NP route. Truck time will shrink to 36 hours, compared

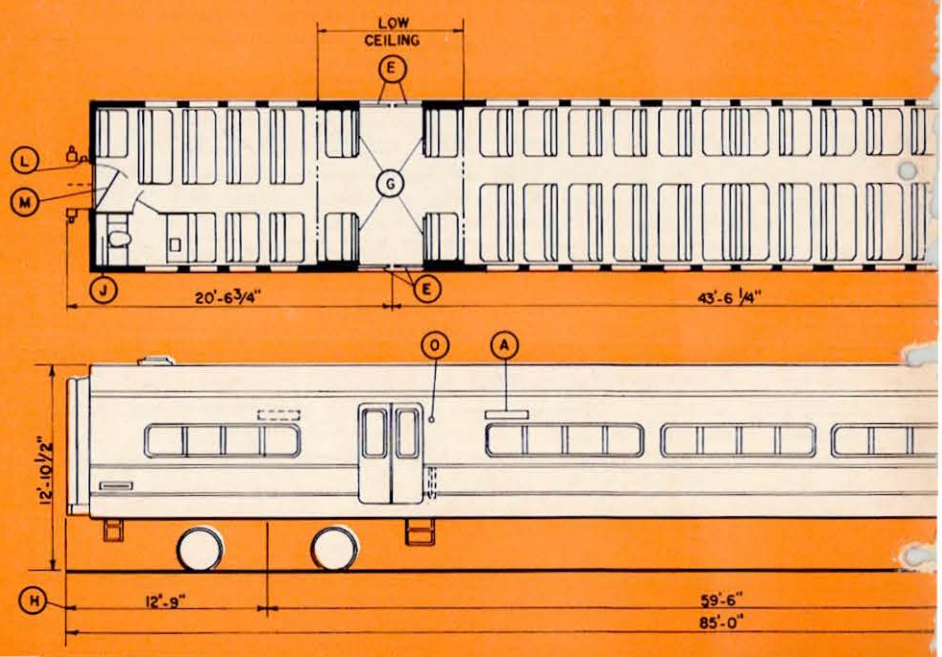
(*Continued on Page 27*)

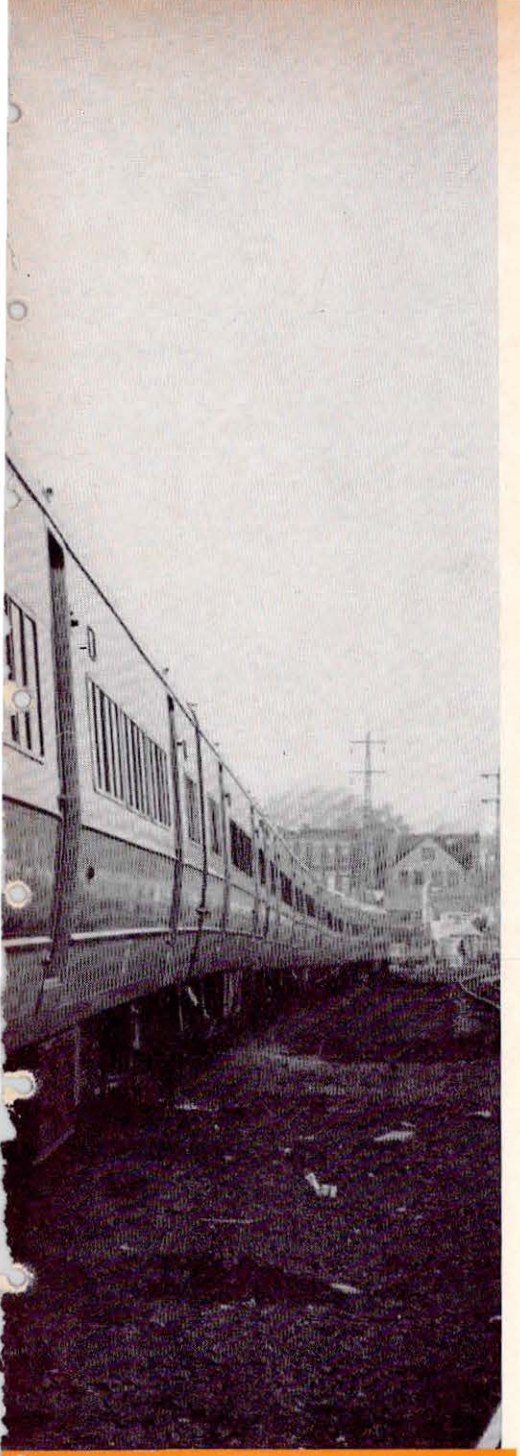
METROPOLITANS:

$130 million for 620 commuter coaches

And that isn't all. MTA will spend a total of $300 million as it prepares the Long Island Rail Road to meet commuter requirements of the coming decades

By **F. N. HOUSER,** Mechanical Editor





More than $130 million — 45% of the current capital improvement program for the Long Island Rail Road—is being spent on 620 new electric commuter coaches which are soon to enter revenue service. By the last half of 1970, when all these "Metropolitans" have been delivered by Budd, every unit of the road's pre-1940 electric passenger equipment will have been retired.

And by then phases of the road's fixed plant improvements will be advanced to a stage which will permit the full potential of the high-performance Metropolitans to be realized. Electrification is being extended and improved, high-level platforms will have been installed at all stations, the signal system will have been altered to further increase track capacity.

● **No status quo.** Explains Dr. William J. Ronan, chairman of the Metropolitan Transportation Authority, which now operates the nation's busiest commuter line: "When we took over the Long Island, we had a choice. We could have offered our riders 'more of the same'—a continuation of piecemeal improvements and cosmetic changes. We could have locked Long Island and New York City into a 1926 rail system, dooming the commuting public to a second-class service and frustrating the economic growth of the area. Despite some kicking and screaming, the Long Island Rail Road is passing through the time barrier into the second half of the 20th Century, and indeed, beyond."

There was more "kicking and screaming" just last week as the Trainmen tied up the line with a wildcat strike touched off by the most sweeping schedule revisions in 20 years. These changes were instituted well in advance of the introduction of the new cars and apparently are but a harbinger of the level of operations which the Metropolitans are designed to achieve.

● **Gleaming eyeful.** What has it taken to produce 21st Century commuter cars? The smooth-skinned, curve-sided, stainless-steel Metropolitans have already won a Merit Award of the U.S. Department of Housing and Urban Development for their "excellence in item design." At the recent unveiling of the cars at LIRR's Jamaica, N.Y., station, Dr. Ronan praised the staffs of MTA and the railroad, together with the design and engineering consultants and Budd, the carbuilder, for transforming "a gleam in our eye into a gleaming eyeful" in a record 14-month interval.

The early decision that there was to be no compatibility with existing Long Island passenger equipment has had a major effect on the new cars. Their design and arrangement is the product of efforts of Sundberg-Ferar and Louis T. Klauder & Associates working with MTA and LIRR and with the joint venture of Parsons, Brinckerhoff, Quade and Douglas—Gibbs & Hill. The MTA's real goal is to make LIRR service so attractive that today's automobile drivers will become tomorrow's train riders.

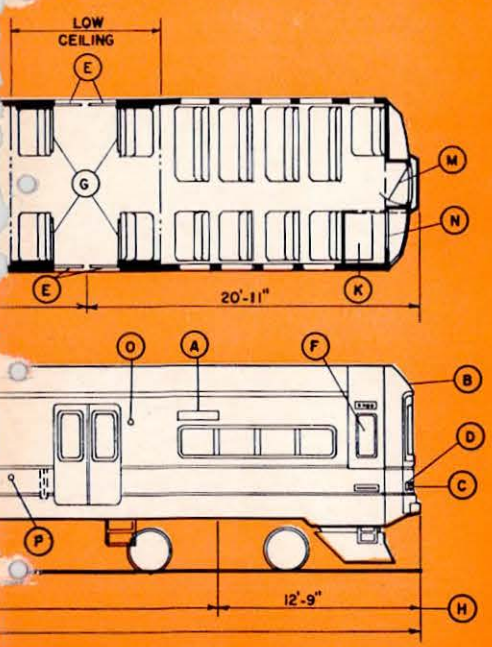
The 620 cars were ordered from Budd in two separate contract awards. The first, made in August 1967, was a $57 million order for 270 cars financed through the State of New York's commuter car program which will be repaid by MTA through a long-term leasing arrangement. The second order, placed in August 1968, involves $74.5 million for 350 cars with 25% financed from MTA sources and 75% coming from New York State's $2.5 billion transportation bond issue. For the second order MTA has applied for aid under the Federal Urban Mass Transportation Act of 1964; this could reduce state funds required for the program.

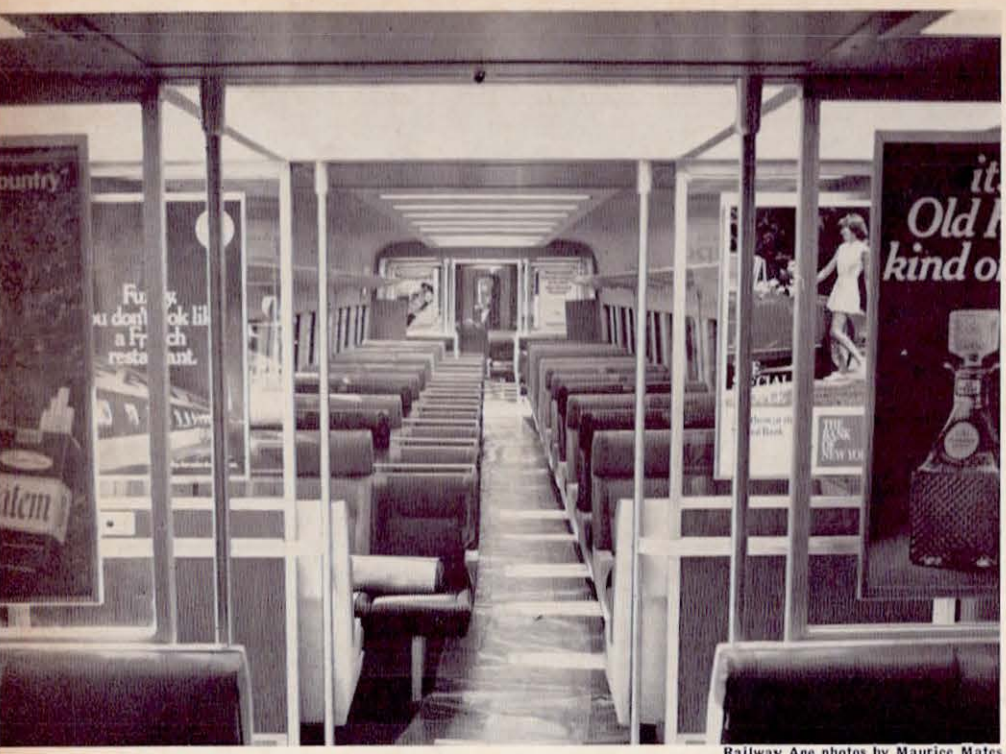
Budd delivered 14 prototype cars to the Long Island by early November and, according to J. A. Miller, vice president and general manager of the builder's Railway Division, expects shortly to begin full-scale production at the rate of 28 cars monthly. A Budd product support group has been training LIRR personnel as the prototype units completed their shake-down service.

● **High performance.** Miller stresses the high performance of the new Metropolitans. And, he adds, this has been accompanied by a long-term guarantee on car components, as well as performance. Specifications call for a six-car

TRIM SILHOUETTE

Lightweight Metropolitan features curved sides for added interior roominess; sliding side doors for fast loading and unloading; destination signs on front and side for easy train identification. Among details of the Metropolitans (left) are **A** side destination sign; **B** front destination sign; **C** head lights; **D** marker lights; **E** bi-parting doors; **F** cab drop sash; **G** windscreen; **H** coupler pulling face; **J** control locker; **K** operator's cab; **L** handbrake; **M** body end doors; **N** control console; **O** passenger door control; **P** crew key switch.





Railway Age photos by Maurice Mates

INDUSTRIAL DESIGN techniques were brought into play to produce high-density seating for Metropolitans which will assure that each car's capacity will be utilized.

train to accelerate from a full stop through the first mile in 70 seconds; through two miles in 115 seconds and four miles in 195 seconds. Cars are geared for a top speed of 100 miles per hour.

Such performance has been made possible, in part, by the significant weight reduction, as compared with previous LIRR multiple-unit electric cars. The pre-war 64-foot m-u coaches, hundreds of which are still in service, weigh in excess of 130,000 pounds. The newest 85-foot m-u cars acquired during the 1964 Worlds Fair weigh 126,000 pounds. Metropolitans — 85 feet long and seating 118 or 122 passengers—each weigh 92,000 pounds.

• **Automatic train operation.** The car is powered by four 145-horsepower General Electric traction motors actuated through an SCM-4 control system combining cam and static switching arrangements. Dynamic braking of this propulsion system is combined with Wabco tread units controlled by a Wabco RT-5 air brake system. Controls incorporate the capability for automatic train operation (ATO) and automatic train control (ATC). While the ATO does not involve the automatic station stopping of some recently delivered transit cars, it has the capability for fully automatic speed maintaining in accordance with the Wabco cab signal equipment. The precise performance assures that trains will respond with consistency to changes in signal indication. The operator may transfer from the manual to the ATO mode, or vice versa, at any time. In either mode, train operation is supervised by the ATC train protection system.

All cars are also being fitted with Identra coils, settings of which are coordinated with the trainline-controlled destination signs. Here again is an example of the long-range planning inherent in every stage of the design of the Metropolitans. Even though the route identification capability inherent with the Identra system is fully operational now, changes will have to be made in the wayside signal system before this feature can begin to pay off.

• **Meets standards.** While pushing back operating frontiers, MTA stresses that its new car complies fully with ICC and AAR strength requirements. And although Sundberg-Ferar, the industrial designer, called for smooth sides — a departure from Budd's traditional fluted design—the carbody structure is quite conventional. Center sill, side framing and floor are designed to impart the strength required by industry standards.

Curved sides and recessed clearances for safety appliances make possible a width over the outside of the carbody of 10 feet 7 inches — about 6 inches wider than that of traditional 85-foot passenger cars. The corresponding interior roominess, particularly at shoulder height of seated passengers, becomes especially important because of the three-and-two seating which is used.

Sundberg-Ferar gave special attention to this high-density seating. In cooperation with General Seating, contouring and bucketing were incorporated so there would be every encouragement for the full complement of passengers to occupy each of the Metroliner seats. There are four 20-inch-wide high-backed seats plus a 19-inch low backed seat attached to one of the high-backed pairs across the car's width.

• **Quarter-point doors.** Although the result of the three-and-two seating is narrower-than-standard aisles, LI does not expect that this should impede the loading and unloading of Metropolitans. Vestibules and side doors are located a fourth of the car's length from each end, meaning that no more than a quarter of the car's passenger load will pass through any aisle. This contrasts with the end-vestibule design of existing LI cars when half of the passenger load exits through each end door. Because passengers will enter and leave the Metropolitan exclusively from high-level station platforms, there are no provisions for loading from track level. This again is calculated to minimize station stopping time.

Windscreens separate the passenger areas from the vestibules. An unusual feature is the provision for passenger operation of the side doors to minimize temperature variations within the car. All doors of a train may be operated from any cab within its length, adoption of a technique long standard on transit systems. The doors are released from the cab, but slide open only in response to a passenger's touch in the same manner as the center doors of many city buses.

• **Married pairs.** Metropolitans are coupled semipermanently in pairs, each set being composed of an A and a B unit. The A car with a capacity of 118 is a permanent non-smoker having wool-carpeted floor and an airline-style lavatory with chemical toilet, hot and cold water and even an outlet for the electric shavers of late-rising commuters. This car also has the motor-generator set for battery charging and auxiliary equipment on both cars. The B car, a permanent smoker, seats 122 and has a tiled floor. It is fitted with the air compressor and the cab-signal and radio equipment for both units.

The four-channel radio and on-board communication system makes possible contact between wayside and train, train and wayside, and between on-board crew members or with the passengers. All controls for this system, along with those for heating, lighting and air conditioning are in the fully enclosed cab in each car. It also incorporates its own controls for local lighting, heating and air conditioning.

Each car is cooled by a 14-ton Trane

(*Continued on page 32*)

FOUR ACRES OF EXHIBIT SPACE in downtown Buenos Aires was given over to rolling stock, track machines and containers.

Pan Am Railway Congress: "good show"

Almost every country in the Western hemisphere had railroad delegates down for the big meeting—and to look at the equipment exhibition.

By JOE ASHER

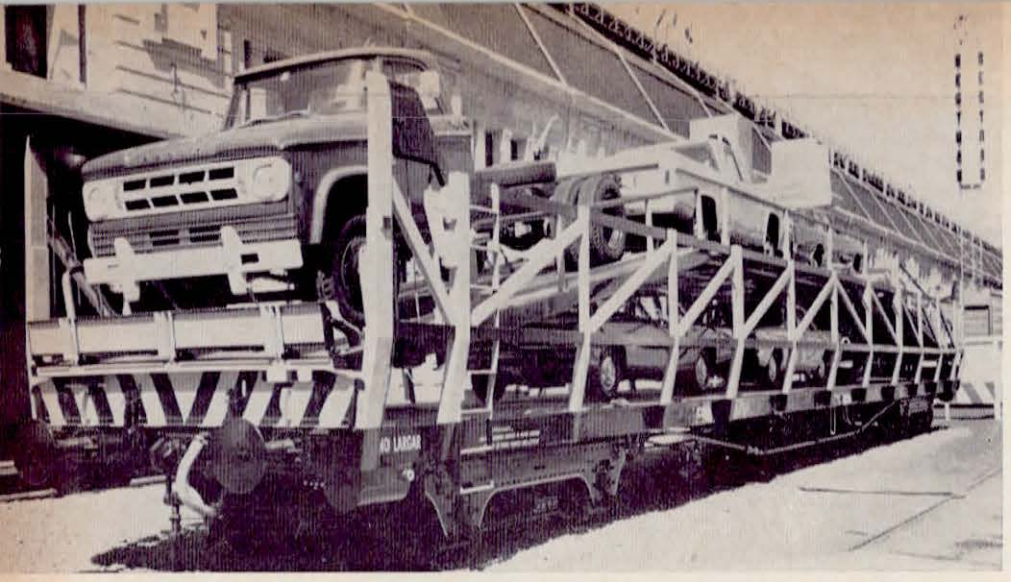
Buenos Aires

It's a strange feeling to travel 5000 miles to hear Latin Americans quote Railway Age Senior Editor Gus Welty on the future of the railroad industry.

But it illustrates an important aspect of the XII Pan American Railway Congress: Railway men in Latin America are alive to what goes on in the United States, and they want to learn from our experience. And, it should be added, some U.S. railroad men acknowledged that they have done some learning themselves, while they were down here.

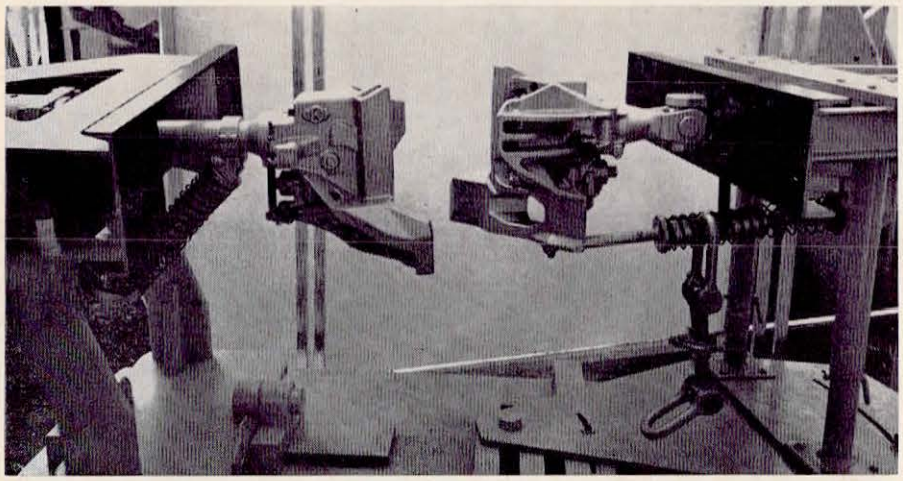
The Congress drew 500 delegates from all over the western hemisphere, plus several dozen observers and suppliers from Europe. Argentine railroad men, led by their president, Gen. Juan

Booths in the shed area had suppliers showing components and distributing literature. US and European firms vied with each other to promote exports.



ARGENTINE FABRICATING CAPABILITY was proved by showing numerous items of locally built rolling stock. Here, a hinged-deck auto rack car.

Don't sell South America short



MANUAL COUPLING still predominates in Argentina—so Knorr-Bremse showed working model of what will become Europe's standard automatic coupler.

Carlos de Marchi, were out in full force to welcome their guests, arrange inspection and social programs for them, and in general assure the red carpet treatment.

With the exception of certain Central American countries, every country in the Americas was represented at the two-week-long conclave, with the largest delegations coming from the USA, Brazil and Mexico.

AAR President Thomas Goodfellow headed an official US contingent, and there were also unofficial U.S. groups (including one led by RA Publisher Robert G. Lewis).

In conjunction with the Congress, an equipment exhibition was held on sidings of one of the railway terminals in downtown Buenos Aires. This show continues through mid-December.

The Welty quote came in the course of a paper—one of 250-odd technical papers presented—given by a member of the Mexican delegation. His point: The outlook for railways, in spite of growing competition, is a good one, provided they take full advantage of current advances in motive power, unit trains, piggyback and containerization, and electronics.

This theme ran through many of the papers presented by Latin Americans, who for the most part showed keen awareness of equipment trends in the advanced countries, particularly the USA.

● **A long way to go.** It would be too much to say that, given the capital, they could have railroad operations of the sophistication of those in the U.S., Europe or Japan overnight. But Latin American railroad men stay posted on what goes on elsewhere, and are anxious to bring their standards up, as their resources will allow.

To this observer, papers on traction, electronics and roadbed were of value chiefly in highlighting local experience in the various Latin American countries, but offered little that would be startling to a U.S. railroad man.

On the other hand, it was rather a surprise to hear Latin Americans admit serious organizational shortcomings. Several speakers suggested their own roads would have to do a far better job of competing, if they were to stay alive, let alone hold on to the traffic they have now.

Two top Argentines came right out and said the equivalent of "The Emperor has no clothes." The Argentine Minister of Transport, Armando Ressia, called the situation of railways in Latin America, with few exceptions, one of "crisis proportions."

Eduardo Huergo, president of the Permanent Commission of the Pan American Railway Congress, delivered an address that practically flailed the railroads for their top-heavy structures and inability to modernize quickly and compete effectively.

● **Public ownership at a profit.** To U.S. railroad men on the scene, this was an eye-opener: Many of us who are used to private ownership and operation of railroads tend to think (a) that public ownership is the culprit; (b) that if the government pays the bills, no one cares how much those bills are run up.

Ressia, however, made it clear that his government is not contemplating a return to private ownership, so much as they are following certain recent trends in Britain and West Germany.

That is to say, encourage each mode to do the kind of job it does best—long-haul traffic for the rails, short-haul for the trucks.

User charges should be instituted to insure that highway transporters pay their way and compete on equal terms with the railroads. In cases where the government has an interest in promoting a particular industry or region, and tariffs are purposely kept below costs, the government would reimburse the carrier to the extent of the loss.

In the presence of the president of Argentina, who attended some early meetings of the Congress, the Minister went on to announce that his government was drawing up legislation to bring about this policy.

North Americans, of course, had plenty to tell their opposite numbers of advanced techniques in their own countries. Papers delivered by U.S. and Canadian railroad men covered ground familiar to North Americans — ACI, quality control, car design, yard layout, car allocation and scheduling, management training, computer simulation and several other topics.

Equipment on display. "There is plenty to see here, isn't there?" remarked the AAR's Goodfellow at the equipment exhibition held on the other side of town. There was, indeed.

Locomotives, passenger cars, freight cars, track machines and a host of smaller components — much of them to U.S., European or Japanese design— were shown in profusion on the siding tracks of the Retiro Terminal.

Here, too, U.S. railroaders had something to learn: The fact that so much of the equipment was domestically assembled and in some cases manufactured showed that the Argentines are making big strides in supply capability for the railroad industry.

Given the current financial situation, overseas suppliers are encouraged to license local firms or else set up manufacturing plants locally, so as to keep foreign exchange in the country. Obviously, many of the top international supply firms were willing to get in on this market on those terms—and what they had to show was anything but unsophisticated. Some opted to show their hardware on the spot; others used booths to display mock-ups, photos or working models of their equipment.

General Motors, a long-time and big supplier to Argentine Railways, showed heavy diesel engines, turbochargers and alternators.

General Railway Signal had grade crossing equipment, color light signals, small radio sets and photographs of control consoles.

WABCO showed a line of airbrakes; General Telephone & Electronics displayed the Sylvania KarTrak ACI system. ITT had a teleprinter and central telephone exchange; SKF a display of roller and ball bearings.

General Electric, Servo Corp. of America and Exide Battery had booths illustrating product lines respectively of locomotives, hot-box detectors and batteries. Armco showed tunnel liners.

Out on the tracks, Matisa showed a big tamper-leveller-liner, a light tamper and some small drills. Plasser Railway Machinery had a mockup display of its mechanized maintenance-of-way train, and photographs of both large and small tampers.

Other U.S. suppliers represented through licensees were Westinghouse Electric, American Steel Foundries and W. H. Miner.

Rolling stock displayed was of Italian or Japanese design; many had trucks to designs of National Castings or General Steel Industries, and were equipped with Timken or SKF bearings.

(Not showing equipment but on hand to promote their products personally, were J. K. Stewart, president, Tamper, Inc.; A. E. Christoph, regional sales manager; Whiting International Division of Whiting Corp; and C. E. McElroy, export manager, Safety Electrical Equipment Corp.)

Consensus among the U.S. visitors: Viva El Congreso! ■

AS THE PUBLISHER SEES IT:

ROBERT G. LEWIS

"The story is the same everywhere"

Expo '68 would be an appropriate title for the exhibition the Argentines put on for the Pan American Railway Congress last month at Buenos Aires. It was the biggest railways show on earth anywhere since Chicago, 1963 or Munich, 1965. It was held in a brightly lighted, imaginatively decorated 4-acre area adjacent to the big Retiro Railway Terminal complex. A very substantial train shed was specially built to shelter indoor exhibits. An adjoining area with multiple-gauge trackage from 2 feet to 5½ feet provided display area for motive power and rolling stock, historic and modern. The entire exhibit was open to the public, at a modest entrance fee, as well as to railroad men. It must have been a major image builder for the Latin American railways which suffer, as in North America, from public apathy in this automotive-minded, jet-conscious generation.

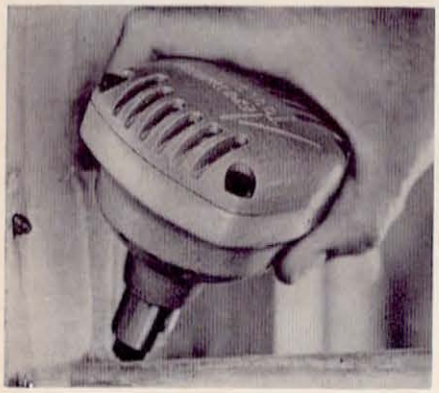
A tour group sponsored by this publication spent a week at Buenos Aires and also visited railways in Brazil, Peru and Colombia. The story is the same everywhere. Long-distance passenger service is falling easy prey to the bus and the plane. In Brazil and the Argentine, commuter traffic grows and strains facilities but both types of passenger operations are losing money. Latin America's biggest "corridor," 293 miles from Rio de Janeiro to Sao Paulo, supports only a single day train with three half-filled coaches, and a modestly patronized overnight sleeper service (six all-room cars, a diner, and a reclining seat coach), though operated with stainless steel, air conditioned U.S. type equipment. Meanwhile, air shuttles depart every 30 minutes from dawn to dusk, and buses depart at intervals of just 20 minutes. The story is an old one; the railways operate the trains because they are required to, at a burdensome loss.

Colombia is making a last ditch effort to bolster railway traffic on trains it recognizes it must operate as a public service. Ancient wooden cars are being replaced with a fleet of modern steel equipment.

Freight traffic, in all countries, has fallen prey to unregulated truck traffic over ever improving highway networks. Introduction of token container and piggyback services shows signs of restoring traffic to the rails. One of the B.A. exhibits was an Argentine-built rack car for new automobiles, with a hinged upper deck serving as a built-in ramp for loading. Bulk commodities tend to stay with the rails as trainload ore movements expand between mines and the mills or ports.

The road builders are busy everywhere but remain one step behind burgeoning highway traffic. Big tractor trailer units are moving in to supplant the smaller trucks, but one fact is evident. It will be costly for these developing countries—and developing they are—to leapfrog from the horse and buggy to the superhighway and the jet. A modern railway plant is a hand-maiden of industrial development. The mass movement of raw materials and finished products of heavy industry can be moved most economically by rail. Failure to salvage Latin America's quite extensive rail plant and modernize it will add substantially to the burden of the Continent's drive for industrial expansion.

NEW PRODUCTS REPORT

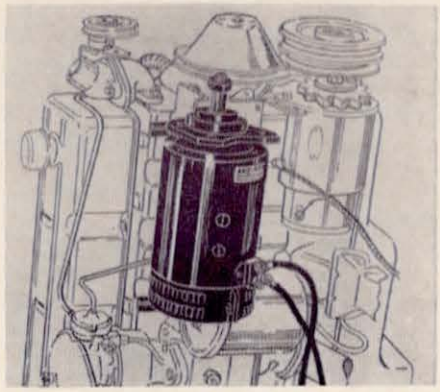


Spike driver (RA-1)

The Aerosmith Spike Driver offers a method of driving nails or spikes as large as 70 penny. The weight of the new model is only slightly more than 2 lb, yet it drives 70 penny nails or spikes and pins as easily as it drives 16 and 20 penny nails. No finger-actuated trigger is used. The Spike Driver cannot be fired unless it is placed against the workpiece. Air consumption is approximately 4 cfm, operating at 100 psi. *Aerosmith Hammers, Inc.*

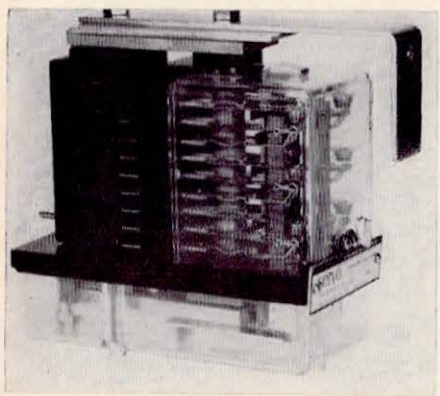
Data recorder (RA-2)

A new alphanumeric data recorder features a compressed keyboard for remote data acquisition. The unit is designed to capture source data in machine language. Transmission is to a central data processing point. The companion transmitter utilizes standard voice-grade telephone lines. Applications include inventory control, production scheduling and sales and billing report. The basic unit sells for under $800. *Universal Data Acquisition Co.*



Engine starter (RA-3)

The Arc-Start multi-purpose fast-starting assist unit, weighing under 100 lb, "provides an instant start for any internal combustion engine with a 6- to 148-volt starting system" and is applicable to rail-highway vehicles. The unit operates off fan belt, generating from 10,000 to 20,000 watts, and overcomes starting problems caused by cold weather, heavy crankcase oil, a weak battery, or poor compression. It can operate hand tools. *Arc-Start.*



Plug-in relay (RA-4)

The SS-100 relay is a new general purpose safety-type plug-in relay for vital circuit applications. It meets all of the requirements of the AAR specification covering relays of this class and can be equipped with a maximum of 6 front and 6 back dependent contacts. The relay is also available with 4 front and 4 back, or 2 front and 2 back dependent contacts. Front contacts are non-fusing silver to silver impregnated carbon and back contacts are bifurcated silver to silver. Contacts are molded in phenolic plastic and can be individually applied or replaced as required. All contact parts are nickel plated. The contact fingers that enter the mounting base are rhodium plated.

Biased type, ordinary acting line and slow release line relays are available. The mounting base is molded of phenolic. Contact members are formed from phosphor bronze spring material. A test jack is provided in the mounting base. This permits the relay to be released from the front of the rack and enables coil energy to be monitored during periodic tests. *Servo Corp. of America*

RAILWAY AGE
THE TRANSPORTATION WEEKLY

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ADDRESS .....

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Tells the motorman what to do . . .

. . . when it's safe to do it. Lighted segments on his speedometer show the motorman the highest speed he can go. GRS electronic speed and signal control detects all train movements and—based on this intelligence—transmits commands to each individual train. Commands are given by high-frequency electronic impulses fed into the rails ahead of the train and picked up through space, by coils mounted on the leading end of the car. The impulses control the motorman's display and—if necessary—apply the brakes.

Each time the speed limit must be reduced, the display shows the new speed range and sounds an alarm. If he doesn't start braking within 2½ seconds, the brakes go on automatically.

It's fail safe, of course. To keep running, each train must receive the commands continuously—and only those intended for it. The train itself completes the command circuit.

This modern control system is in rapid transit service in Chicago and Cleveland. Write for complete information.

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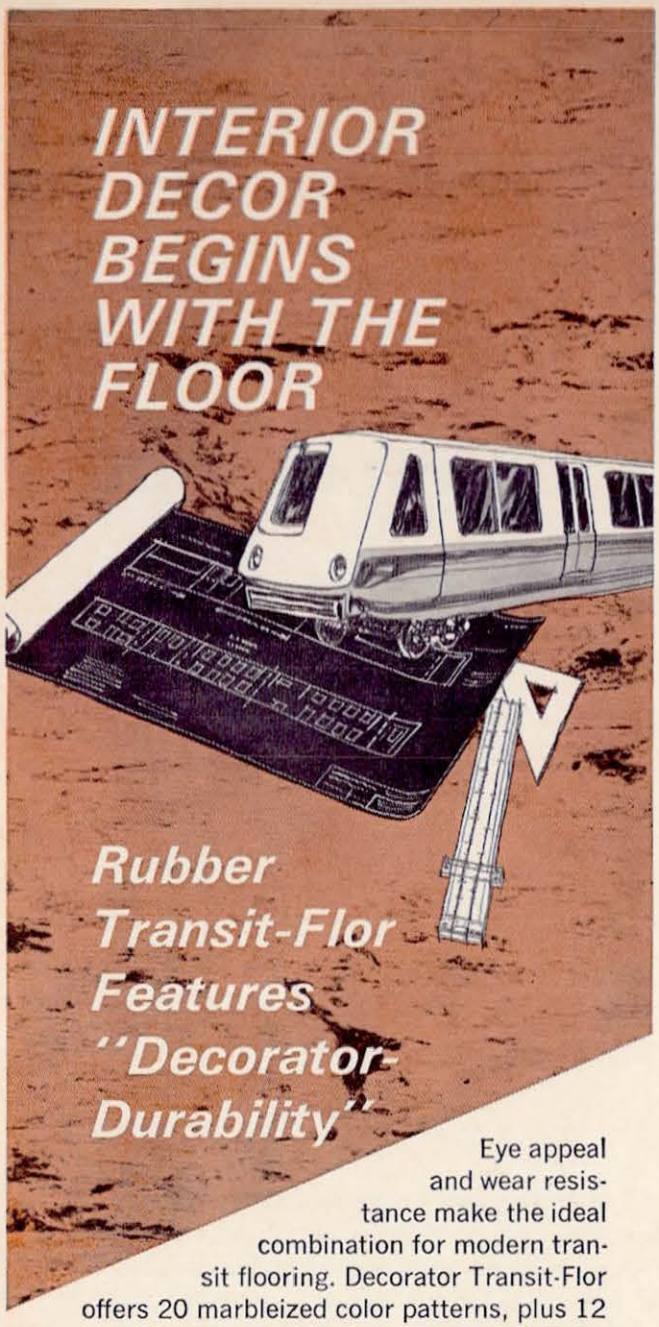
Circle 11 on coupon page 24



Eye appeal and wear resistance make the ideal combination for modern transit flooring. Decorator Transit-Flor offers 20 marbleized color patterns, plus 12 terrazzo styles, to blend or contrast in new or existing interiors. Low-maintenance rubber stands up to grueling wear, foul weather . . . and even supplies best resistance to cigarette scorch. Rubber's natural resilience provides underfoot safety . . . in double-grooved rib or smooth surface flooring. Step treads come in blending or matching colors.

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The Leader in Rubber Transit Flooring & Step Treads

Circle 12 on coupon page 24

TRANSIT ROUNDUP

A battle, not a war, lost: Officials in Atlanta and Los Angeles, although disappointed that voters turned down bond issue referenda in the November election, are not going to give up the campaign for rapid transit. Planning and engineering staffs will stay on, and blueprints will undergo a thorough review.

Atlanta's Mayor Ivan Allen told officials of the Metropolitan Atlanta Rapid Transit Authority: "The [MARTA] board should be enlarged, an advisory committee created, and the entire plan reevaluated. The government can in no way lessen its support; the problem remains." County commissioners of Fulton and DeKalb counties echoed the Mayor's sentiments.

Feelings were similar in Los Angeles, where Frank Sinatra added a stormy postscript. The singer said he was moving away from Los Angeles to Palm Springs, on account of smog and lack of public spirit among Angelenos: "I don't like the way things are run. There is no public [rapid] transportation system and the voters turned down the latest proposal for one. The opera and symphony go begging for money and the museums can't get great paintings to put on the wall. The whole city needs clearing up."

•

New southwest line for Boston: Groundbreaking ceremonies were held for beginning of construction of the South Cove Tunnel—first stage in a new southwest extension for the Massachusetts Bay Transportation Authority's rapid transit system. An $11.3 million contract went to Peter Kiewit for contracting work on the tunnel. The new line, to be built partly in median strip, will eventually replace the present Forest Hills line and continue much further out into the suburbs.

•

PATH to get new Manhattan terminal: Port Authority Trans-Hudson Corp. awarded a contract worth $1.5 million to Bonaco Construction for installation of five new (and longer) platform tracks at what will be the new downtown terminal below the World Trade Center. The contract covers related power, signal and air lines, and also some insulating material (neoprene pads between crossties and concrete decks for the tracks). Track work is to begin next May, and the new terminal is due for completion in 1970.

•

Cleveland continues renovation program: Cleveland Transit System will apply to DOT for a federal grant toward a $9.9 million capital improvement program. Among the main projects: Installation of a solid-state power control center at Union Terminal—$173,000; conversion of four power substations to silicon rectifiers—$257,500; a new power substation at East 120-Euclid—$212,000; cab signaling along the entire right of way—$320,000. Cab signaling was already installed on the airport extension.

•

BART keeps going: Although the $144 million needed to complete the Bay Area Rapid Transit system is still not in sight, work has not come to a halt. A DOT grant of $28 million was just approved—this will finance purchase of a batch of 125 cars in the future 450-car fleet. The state legislature convenes in January and has as a priority item proposed additional funding. Meanwhile, the four-mile tube under the bay is two-thirds complete. Laying of final tube sections comes next April. **—Joe Asher**

Northerns merger OK'd

(*Continued from page 17*)
with the fastest rail time of 43.5 hours.

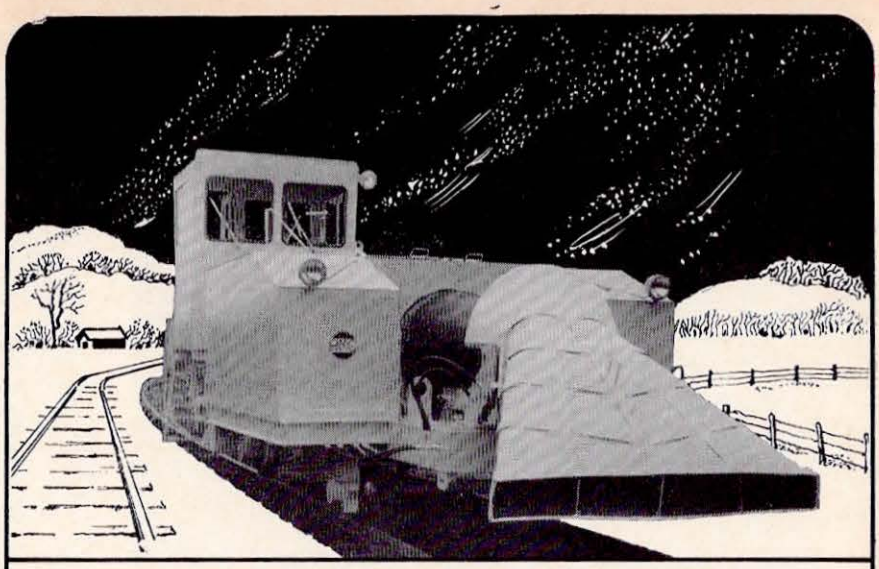
The long haul no longer is the "sanctuary of the railroad," the court argued, pointing to Class I motor-carrier average haul of 402 miles (1959), compared with GN's 381 and NP's 462 miles. Finally, among the 248 Class I motor carriers serving the merger area, two major coast-to-coast lines operate at virtually every major terminal served by the railroads.

● **Savings justified.** The court also backed ICC findings of annual savings of $40 million that will mean a stronger competitor, and disdained Justice charges that the savings are exaggerated.

Also, the decision stated that stock-exchange ratios are just. Based on Great Northern's greater earning power, the arrangement is that GN stockholders will get new stock on a share-for-share basis plus one-half share of the new company's $10-par-value 5½% preferred stock for each GN share held at merger time. Opposition to this came from about 3% of the NP stockholders with about 5% of the company stock, represented in the case by the Northern Pacific Stockholders' Protective Committee.

● **Secret entry deal?** Besides saying the Northern Lines agreement with Milwaukee and Northwestern not to oppose their merger was detrimental to the public interest, Justice had another accusation—that Milwaukee withdrew its opposition in return for a Burlington promise to say out of the city of Milwaukee. The Commission declined to explore the allegation. The Court added: ". . . We think the Commission was not required because of this to enlarge the scope of the limited further hearing. The question whether the present merger is consistent with the public interest must be determined independently of any such undertaking. Burlington, in the Milwaukee-North Western proceeding, has denied any such agreement; but if it were made it does not affect the power of the Commission to require Burlington to disregard such an undertaking should the Commission deem it in the public interest in either the Milwaukee-North Western proceedings or in these Northern Lines proceedings."

Members of the special federal court included: Chief Judge Edward M. Curran of the U.S. District Court, Chief Judge David Bazelon of the U.S. Court of Appeals, and Senior Circuit Judge Charles Fahy of the U.S. Court of Appeals—all in the District of Columbia. ■



Snow Coming? *Have A Blast!*

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RMC Hurricane Jet Snow Blower uses a 650 mph air blast to clear snow fast. This powerful machine effectively clears switches, yards and open track. ■ **RAILWAY MAINTENANCE CORPORATION, Box 1888, Pittsburgh, Pa. 15230.**

RMC Snow Blowers

Circle 13 on coupon page 24

REA

Railway Express Agency
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has sold 51% of the Capital Stock of

REA Leasing Corporation

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The undersigned assisted Railway Express Agency, Incorporated in this transaction.

Kuhn, Loeb & Co.

Circle 14 on coupon page 24

CTS MAKES THE GOING GREAT for all travelers bound downtown who would otherwise struggle with traffic jams and parking problems.

FIRST RIDERS on the Airport Rapid included DOT Secretary Alan Boyd (right) and General Electric's Robert Weeks.

Clear track ahead for the airporters?

Despite first-week bugs, the new service finally got off the ground—confounding the skeptics.

The Cleveland Transit System has a history of proving skeptics wrong. Will they do it again in the case of the airport extension?

A couple of mishaps marred what should have been a great occasion for the CTS—inauguration of the four-mile rapid transit extension to Hopkins International Airport.

After opening ceremonies on Nov. 15, which saw DOT Secretary Alan Boyd, Ohio Governor James Rhodes and Cleveland Mayor Carl Stokes hail the new service as a big step forward, overhead wires blew down and forced cancellation of service during the ensuing week.

A car collision—not serious, but enough of a nuisance to hold up service still longer—seemed to continue the pattern of ill luck during the rest of that week.

When service finally began on Thursday, Nov. 21, the big question was—Will anybody show up to ride the trains?

Show up they did—and in numbers that so far seem to justify hopes of CTS General Manager E. C. Krueger and his staff.

Traffic surveys conducted by CTS projected an estimated 3000 riders daily to and from the airport station. So far, this has proven to be conservative: Figures for the first three days—Thursday, Friday and Saturday—show inbound and outbound ridership at 3202, 3965 and 3309, respectively. On Sunday, turnstile registrations at the airport (one direction only) came to 3590 — undoubtedly reflecting sightseeing ridership.

On Monday, turnstile registrations (again, one direction only) came to 1,727 — with an estimated 3500 total in both directions. This indicates that with regular weekday ridership, a level well above the 3000 riders predicted has been attained.

Furthermore, the Puritas station — also on the airport line — is proving to be a traffic generator: Just on the basis of early figures, traffic on the line seems to be running about 30% higher than usual.

● **Just the beginning.** CTS officials are convinced that as the airport service gets better known, traffic is going to start climbing upward. They have good reasons for it: The drive from downtown to the airport by taxi or limousine ordinarily takes close to one hour. When highways are congested, this can stretch to as much as 1½ hours. A taxi fare from downtown will be in the neighborhood of $6.00, and the limousine charges $1.50.

By contrast, riders on the Airport Rapid travel from downtown in 23 minutes flat, with no traffic jams to cause delays. The fare is 35 cents, the new stainless steel cars are heated or air-conditioned according to the demands of the season, and cars are equipped with luggage racks for passengers' use.

At the end of the trip, instead of fighting his way into and out of a parking lot, the rider simply gets off the train, climbs a ramp—and he's inside the terminal and ready to fly.

● **Skeptics on the sidelines.** Not everyone thinks the new airport line's success is a foregone conclusion. The major airlines serving Cleveland, for example, would seem to have a big stake in the success of the new service. But in fact, they have been markedly cool to it, and offered something less than full cooperation in making the service a whisk-'em-through system.

Over a year ago, the airlines were approached by CTS management with a request to install baggage check-in counters downtown. After all, the airlines maintain downtown offices close to Union Terminal—CTS' main stop; with baggage counters close by, it would be a simple matter for travelers to and from downtown to surrender their luggage, ride the train and transfer quickly to the plane—or the other way around.

The position of the airlines, however,

has been that few air travelers originate downtown [see RA, Sept. 2, p.24 for FAA rebuttal]. The airlines don't seem to be fighting the CTS—but they are definitely taking a wait-and-see attitude: They agreed to permit a local concessionaire to handle luggage on the trains for passengers on a 60-day trial basis.

Airline officials are not the only skeptics. One well known financial journal commented cynically that the only chance the airport line has to succeed is that businessmen will want to put a cab fare downtown on their expense accounts, ride the Rapid for 35 cents —and pocket the difference.

● **Pace-setter for the future.** But these attitudes are not shared by officials at DOT and urban planners around the country, who think the Cleveland scheme bears close watching.

They have their own reasons for this. First and foremost is the population explosion — new highways simply can't cope with all the traffic moving to and from airports.

Second, much has been learned from previous tries at a rail access line to an airport. Tokyo's monorail was less than a success because the trains were slow (compared to 70 and 80 mph standards in the best modern rapid transit); furthermore, the service lacked a central downtown terminal and the walk from train to check-in counter was long and fatiguing.

Boston's airport access by rail improved perceptibly in recent years, but there is still the handicap of getting off the train and transferring to a bus on the airport outskirts before reaching the terminal proper.

● **European example.** Both Brussels and London have excellent rail links to their airports. Services are fast and frequent and fares are low.

But there are drawbacks to both services. Neither the Brussels nor London rail lines to the airport are operated with really new passenger cars. They contribute little to the amenities of travel associated with flying. In the case of Brussels, the walk to and from the air terminal counters is a bit long. In the case of London, the terminal served is Gatwick—London's secondary airport — which attracts only a fraction of the air traffic to and from Heathrow, London's main air terminal.

The CTS service eliminates all these handicaps, so in a sense, CTS begins with a clean slate. That is why so many people are interested in the result. Plans for rail access lines exist in detail for New York, Los Angeles and Philadelphia, with other studies going on in New Orleans, Chicago and Denver. Where will it all end? In spite of the airlines' caution, the sky's the limit. ■

Frank Malone

WATCHING WASHINGTON

WHAT ACTION?—There's a rumor going around that Washington is where the action is. It must be exaggerated. Consider what happens in one month, Oct. 2-Nov. 20, for example.

ICC STIRS RAILS—The Commission takes on the "dirty-car" case, starts hearing why Illinois Central and Gulf, Mobile & Ohio should merge, orders faster car-supply for the harvest, grants Boston & Maine stockholders a delay in the B&M-Norfolk & Western marriage, kills a rail-backed TOFC mixture plan, sets the date for Monon-Louisville & Nashville merger hearings, postpones its new per-diem order and average demurrage-agreement hearings, cracks the passenger-issue ice with a service-cost study, and plunges into one last mulling of rails' request for higher rates.

DOT STIRS CONTROVERSY—The Department moves toward simpler rail-related rule-making, issues a sobering 1967 rail-safety report, and pursues controversial and elusive high-speed trains (FRA). It issues a controversial ruling that federal highway projects now must get two public hearings (FHA) and drops controversial flight controls on major airports (FAA). Through a high-ranking member, DOT further rouses debate by pushing de-regulation and seeming to lean closer to endorsement of common ownership.

ASSOCIATIONS STIR COMPETITION—The AAR moves into a new castle, hopefully to plan a new offensive. From American Trucking Associations come weekly tirades about rail "propaganda" amid ATA planning for the next Hill campaign. The Air Transport Association smugly plans a blitz of everybody. Railway Progress Institute stages a news-making, one-day probe of railroad health (climaxed by its sea-of-penguins award dinner), keeps suppliers in the game through committee meetings, and directs a national rail promotion.

BOARDS STIR CREW ISSUE—After a three-week stalemate, the National Mediation Board gives a Presidential emergency board the crew-consist dispute that brings three roads to a Capitol showdown with the Brotherhood of Railroad Trainmen.

COURTS STIR EVERYTHING— The Supreme Court upholds Arkansas full-crew laws and upsets ICC rules for dividing interterritory freight revenues. A district court rules that the Northern lines merger is in the public interest.

52 minutes

Westinghouse powers nation's fastest commuter trains.

Westinghouse Tracpak systems propel the nation's fastest commuter cars from Trenton to New York City, 60 miles in less than 52 minutes at speeds up to 100 mph. This trip formerly took 69 minutes.

Named the "Jersey Arrows," the comfortable, air-conditioned new cars were built by St. Louis Car Division, General Steel Industries, Inc., for the *New Jersey Department of Transportation,* which leases them to the Penn Central.

Four high-performance Westinghouse Tracpaks power each car. Tracpak is an integral motor-gear drive, rated at 175 hp, with a peak output of 325 hp during acceleration. Westinghouse Varitran solid-state propulsion control increases and decreases speed smoothly and efficiently.

Other Westinghouse equipment on the cars includes dual-frequency transformers and auxiliary power systems that operate air-conditioning, ventilating, heating, and lighting.

For more information on Westinghouse transportation capabilities, write Westinghouse, Transportation Division, Avenue A and West Street, East Pittsburgh, Pa. 15112. J-92506

You can be sure...
if it's
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LIRR gets new commuter cars

(*Continued from page 20*)

system involving dual evaporators and split distribution duct over the car ceiling. Humidity is maintained at under 60 year around. Heating involves floor-mounted resistance units supplemented by added units in the overhead duct system. Heated air from the floor units is delivered through side-wall ducts to the window sill where it enters the passenger space. Windows are double glazed with Chemcor outer and tinted-glass inner panes.

Interiors are finished with permanent colors—molded Kydex plastic panels incorporating arm rests beneath windows, Melamine panels featuring the New York State seal between and above windows, wood-grained Melamine for bulkheads and wind screens. A random pattern of colors is used in the seat upholstery. The bright interiors are illuminated by 48-inch transverse fluorescent fixtures.

The truck incorporates air and coil springs in series, with friction dampers across both. With the air spring atop the coil type, rather than in parallel with it, loss of pressure should allow cars to continue to operate without speed restriction.

• **Reduced maintenance.** Many features of the Metropolitans have been designed to minimize or simplify maintenance. The diaphragms between coupled units, for instance, are composed of three pieces of large-diameter rubber tubing, adapting a practice of the German Federal Railways used since World War II. With this arrangement there is no metal contact and an absence of many of the moving parts traditionally involved.

The curved sides terminate in a 12-inch "miniskirt" below the side sill which fulfills its cosmetic function without impairing accessibility. Underbody equipment has been arranged for maintenance on a systematic basis with heating and air conditioning systems accessible from the side, and air compressor and propulsion system maintained from a between-the-rails pit. The Vapor Slimline door operators are mounted behind vestibule panels rather than being hidden away beneath seats as this equipment is on many transit cars.

The stainless-steel exterior of the Metropolitan is a brushed bright metal finish highlighted by a metalescent blue stripe beneath the side windows and a nordic blue panel surrounding the cab window. The entire front of the car is a single plastic unit which is integrally colored platinum mist. ■

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Trucks	General Steel Industries
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And every system, every piece of equipment, is fully backed by our total support services. For more information, call 716-482-2200. Or write Railroad Division, 100 Carlson Road, Rochester, N. Y. 14603.

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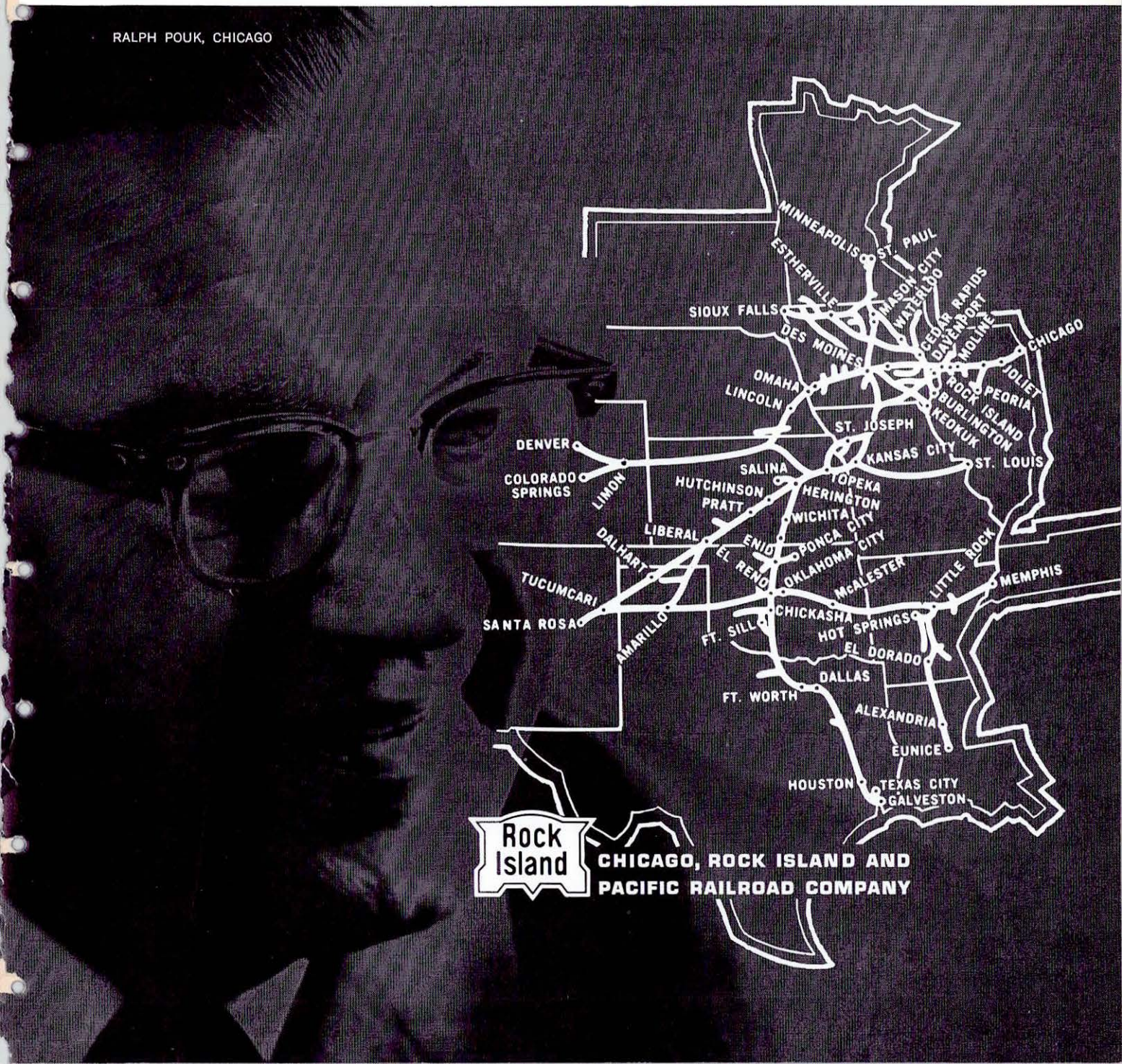

BART'S BILL STOKES:

"Transit's problems are political and financial—and they are formidable"

What does it take to get transit trains off the drawing board and into operation? B. R. Stokes, general manager of the Bay Area Rapid Transit District, addressed himself to this question at the recent Public Relations Society of America Conference in Chicago. Excerpts from his talk follow.

Mass transit systems are not magical contrivances whose exotic technology makes them as elusive as the Holy Grail. We have in hand the technology and the hardware and the know-how to move masses of people quickly and economically. Thus, the problems lie not in the technological-engineering area; the problems are political and financial—and they are formidable.

New and vastly improved systems of mass transportation cost vast sums of money. Forbes, for instance, estimates that it will take a minimum of $37 billion over the next five years to make "even a start on cleaning up the nation's transportation mess."

Now, that amount of money—nor any amount getting even within Saturn 5 range of it—isn't going to be made available until there is a restructuring of our priorities and of the Federal, state and local sources of funding.

We're spending $4.5 billion a year from the Highway Trust Fund to build highways, and $175 million a year for mass transit, both rail and bus.

The United States spends as much on highways every 25 days as it has spent on mass transportation in the past seven years.

But as Bob Bylan opines, "The times they are a' changin'."

There are only five rapid transit systems operating in the U.S. today, with the construction of the newest of these having begun a full half-century ago. But this number could more than double if present planning is carried through to reality in all of the cities now planning new systems—Atlanta, Baltimore, Los Angeles, Pittsburgh, Seattle, Washington, D.C.

●

The only possible means of getting support [for the BART bond issue] was through full and complete public understanding of what our program was, what it would do and—very important—the alternatives to be faced without rapid transit. And the only possible means of securing such understanding was through a comprehensive, aggressive public education program designed to inform the public concerning rapid transit as it had never before been informed on a public project.

Our program was not flashy or super-

If airport access is your problem...

General Electric can help...

sell. But it was based on a knowledge of the job to be done, it was well thought out, it had depth, it had continuity, and, most important, it relied on facts. We lived by a policy of complete honesty, and it has paid off time and time again.

Honest and valid economic analysis of the benefits of rapid transit was a basic ingredient of our public education program. We utilized the press, radio and TV. We utilized our own publications, we used reprints from other publications, we used professionally-prepared film strips, and, probably most important, we emphasized face-to-face appearances before groups of all kinds, shapes and sizes.

We attempted to translate our complicated and complex program into terms the public could understand. As an example, we translated the total cost of rapid transit into the probable maximum tax rate property owners would have to pay and then related this tax rate to homes of various values to develop projected total tax bills.

Our program was not mysterious, nor particularly costly, nor complicated. It was based on six simple objectives set down in writing in 1960 and followed religiously thereafter. These six simple goals, against which we measured every projected public education expenditure and activity, were as follows:

1. Familiarize the public with rapid transit as a concept and stress its joint role with the freeway in solving metropolitan congestion problems.

2. De-emphasize, without fraud or evasion, the concern over the high cost figures by relating rapid transit's cost to the cost of other transportation systems and to the cost of not having rapid transit.

3. Stress the unifying aspects of rapid-transit and its benefits to all segments of the Bay Area, both central city and suburb.

4. Emphasize the positive aspects of rapid transit—its glamour, speed, safety, and economy—rather than encourage debate on its possible "negative" aspects, such as capital costs, right-of-way needs and the possible use of elevated structures.

5. Educate the public concerning the broad context of post-World War II metropolitan area problems which have made rapid transit a necessity.

6. Provide a continuing and full account of all District activities and seek to establish a favorable public image of the District, its directors and its staff.

This does not provide a precise program for every metropolitan area involved in rapid transit plans, for each area must identify its own problems, develop its own program, and then carry out that program, aggressively and consistently.

But I firmly believe that the people of all our metropolitan areas will be ready and willing to approve public transportation improvements—even those involving great sums of money—if they are given the facts, if they are educated.

The technology of mass transport is not the insurmountable hurdle some would have us believe. The hurdle is a triple barrier of finance and politics and outmoded thinking about the automobile as a panacea. ■

like we're doing in Cleveland.

BALANCED TRANSPORTATION KEEPS YOUR CITY GOING PLACES

Modern "Airporter" rapid transit cars, powered by General Electric, will soon be whisking air travelers from downtown Cleveland direct to Hopkins International Airport in about 20 minutes. As the first U.S. city to provide this service, Cleveland is pioneering a balanced approach to the transportation needs of metropolitan areas. High-speed rapid transit systems supplement and enhance other forms of transportation to speed the movement of people in our cities.

For more information write Metropolitan Transportation Development, Bldg. 42-321, General Electric Company, Erie, Pa. 16501.

605-11

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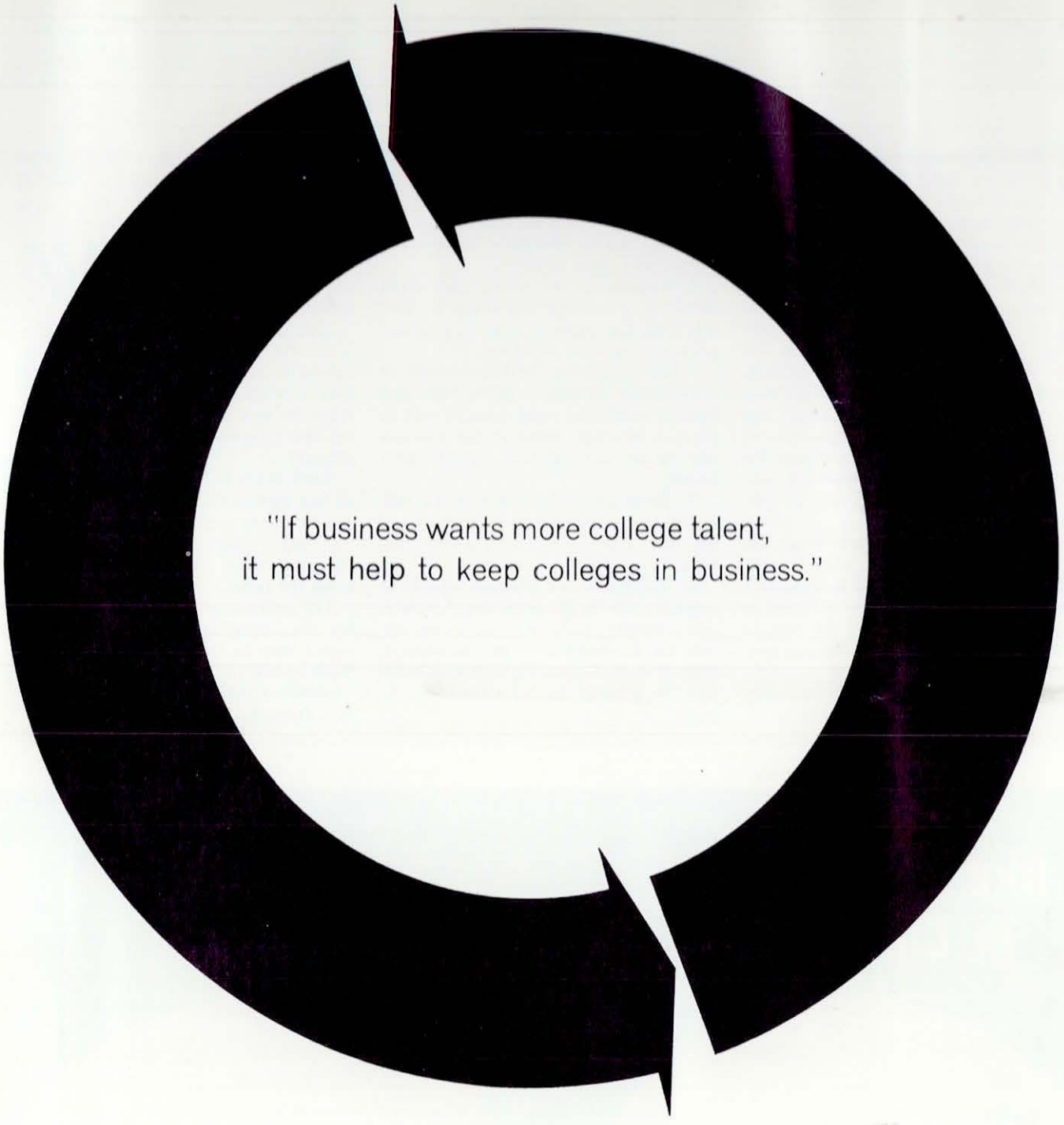
GENERAL ELECTRIC

Erie, Pennsylvania



This is the straight thinking of many business corporations. They invest in colleges for returns in new men, new knowledge, new ideas.

If your business has not yet evaluated such an investment, now is the time to do it. Colleges and universities need more support from more businesses in order to supply brainpower in increasing quantities.

Right now, tuition on the average covers but ⅓ the cost of a college education. Your corporate investment—made now and made generously—can contribute importantly to the other ⅔.

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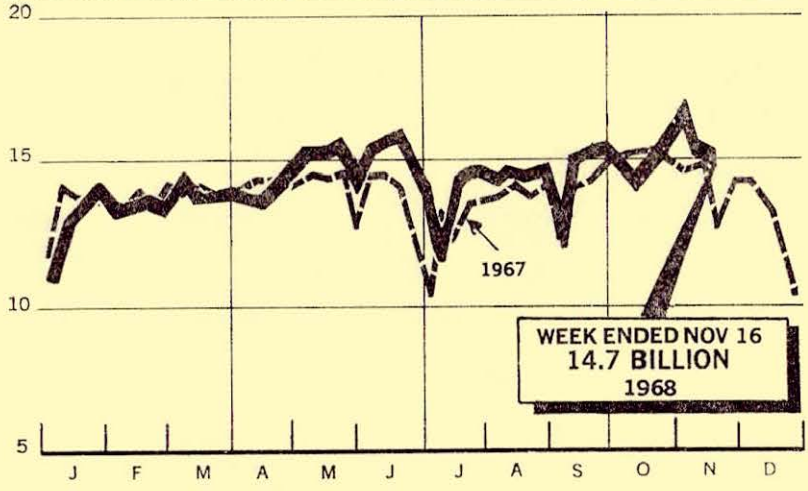
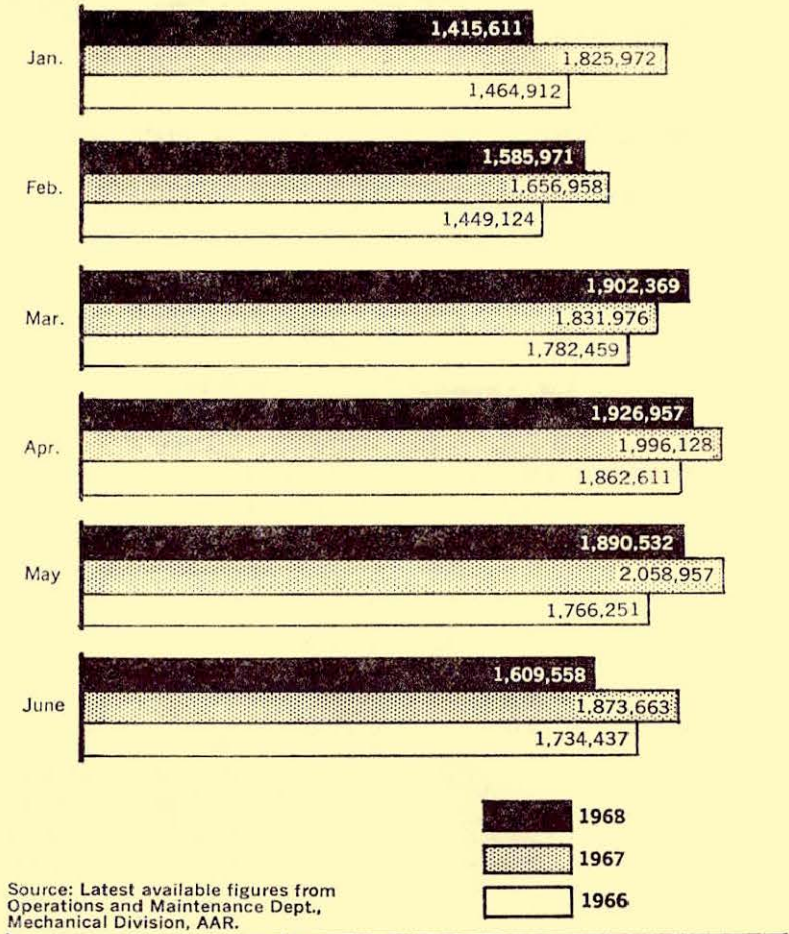
RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

MILES PER HOTBOX SETOFF

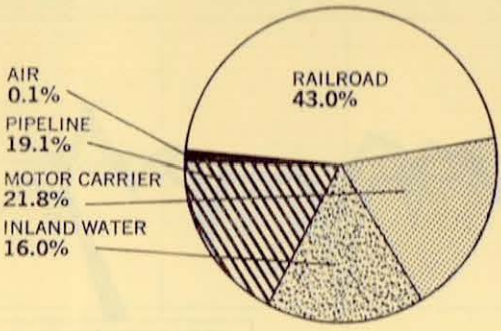


Source: Latest available figures from Operations and Maintenance Dept., Mechanical Division, AAR.

A TRUCKING-INDUSTRY PROJECTION

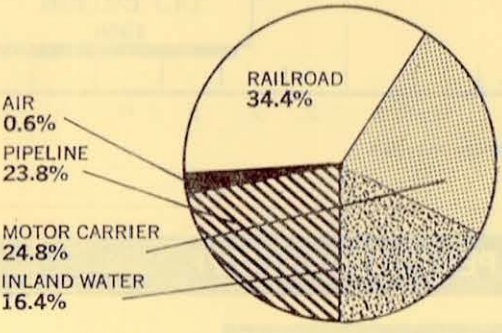
Ton Mile Distribution Among Intercity Freight Carriers

(TOTALS SUMMARIZED IN MILLIONS)



1966

Railroad	750,800
Motor Carrier	380,917
Inland Water	280,000
Pipeline	332,900
Air	2,250
ALL MODES	1,746,867



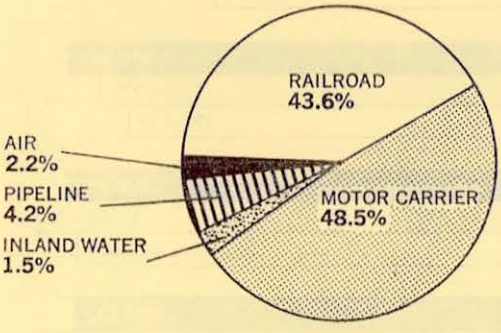
1980

Railroad	1,025,569
Motor Carrier	737,623
Inland Water	487,335
Pipeline	709,625
Air	18,138
ALL MODES	2,978,290

Source: Current Report, American Trucking Associations.

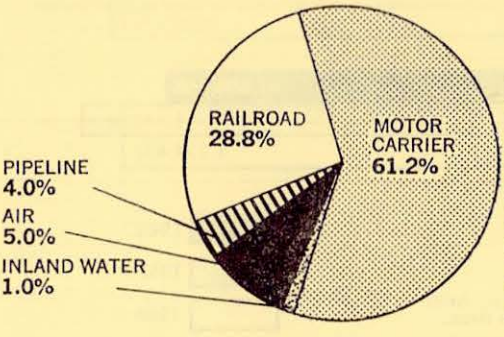
Revenue Distribution Among Regulated Freight Carriers

ALL MODES
(TOTALS SUMMARIZED IN THOUSANDS OF DOLLARS)



1966

Railroad	9,750,959
Motor Carrier	10,853,300
Inland Water	328,200
Pipeline	941,100
Air	502,616
ALL MODES	22,376,175



1980

Railroad	11,072,328
Motor Carrier	23,544,727
Inland Water	384,670
Pipeline	1,506,468
Air	1,966,776
ALL MODES	38,476,969

Source: Current Report, American Trucking Associations.

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended Nov. 23 were not available as this issue went to press.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Nov. 16

District	1968	1967	1966
Eastern, including Allegheny & Pocahontas	200,073	220,918	245,136
Southern	126,147	123,118	117,091
Total Eastern and Southern Districts	326,220	344,036	362,227
Northwestern	68,897	70,070	78,429
Central Western	118,020	117,335	124,345
Southwestern	41,474	41,450	44,012
Total Western Districts	228,391	228,855	246,786
Total All Roads	554,611	572,891	609,013
Commodities:			
Grain and Grain Products	51,053	55,721	61,142
Livestock	2,602	2,625	3,671
Coal	95,247	112,728	118,623
Coke	7,829	7,849	8,366
Forest Products	42,547	40,502	37,272
Ore	26,708	30,821	41,295
Merchandise l.c.l.	4,094	4,494	6,396
Miscellaneous	324,531	318,151	332,248
November 16	554,611	572,891	609,013
November 9	577,180	569,281	585,787
November 2	611,819	575,552	613,751
October 26	597,434	592,495	644,078
October 19	561,854	589,883	623,917
Cumulative total, 46 weeks	25,145,271	25,046,013	26,474,800
Estimated revenue ton-miles (billions) 46 weeks	662.5	640.5	660.0

IN CANADA

Carloadings for the seven-day period ended Nov. 7 totaled 78,658 cars, compared with 120,877 for the previous ten-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd. from Connections
Totals for Canada		
Nov. 7, 1968	78,658	26,592
Nov. 7, 1967	73,510	24,355
Cumulative Totals		
Nov. 7, 1968	3,221,748	1,054,238
Nov. 7, 1967	3,265,654	1,059,037

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended Nov. 16 totaled 26,604 cars, carrying 43,503 trailers, compared with 24,838 cars, carrying 40,788 trailers, in the corresponding 1967 week. Loadings for 1968 up to Nov. 16 totaled 1,196,909 cars, carrying 1,942,419 trailers, compared with 1,070,059 cars, carrying 1,759,034 trailers, in the corresponding period of 1967.

FREIGHT-TRAIN CARS

• *Masonite Corp.*—Leased 75 70-ton, 50-ft box cars from U. S. Railway Equipment. Cars will be equipped with Hydra-Cushion underframe and Evans Air-Pak bulkheads. Leases cover a 10-year period.

• *Norfolk & Western.*—Ordered 1,000 50½-ft, 70-ton box cars from ACF. Directors also authorized an additional 1000 box cars plus 200 cabooses at a cost of $17.9 million. This brings N&W equipment commitments for 1969 to $96 million.

• *Orders and deliveries.*—Orders were placed in October for 9,800 new freight cars, compared with 4,423 in the preceding month and 2,378 in October 1967. Rebuilds ordered in October totaled 620 cars, compared with none in September and 407 in October 1967. Backlog of new cars on order and undelivered on Nov. 1 was 21,395, compared with 16,224 on Oct. 1 and 21,062 on Nov. 1, 1967.

FREIGHT TRAIN CARS DELIVERED AND ORDERED
IN OCTOBER AND BACKLOG OF ORDERS ON NOV. 1, 1968
ALL RAILROADS AND PRIVATE CAR LINES

DELIVERED

	Oct. 1968	Sept. 1968	Oct. 1967
Built new by car builders	3,319	3,062	4,291
Built new in R.R. shops	1,214	1,386	1,748
Built new—total	4,533	4,448	6,039
Rebuilt	1,345	920	1,364
TOTAL DELIVERED	5,878	5,368	7,403

ORDERED

To be built new by car builders	6,782	4,323	2,352
To be built new in R.R. shops	3,018	100	26
To be built new—total	9,800	4,423	2,378
To be rebuilt	620	0	407
TOTAL ORDERED	10,420	4,423	2,785

ON ORDER AND UNDELIVERED

	Nov. 1, 1968	Oct. 1, 1968	Nov. 1, 1967
To be built new by car builders	16,055	12,688	14,311
To be built new in R.R. shops	5,340	3,536	6,751
To be built new—total	21,395	16,224	21,062
To be rebuilt	4,595	5,320	9,039
TOTAL ON ORDER	25,990	21,544	30,101

NEW FACILITIES

• *Union Railroad Co.*—Ordered a computer traffic control system from the Signal & Communications Division of WABCO.

TRANSIT

• *PATH.*—Awarded a $1,448,000 contract to Bonaco Construction Co., New York City, for installation of the five station platform tracks in PATH's new downtown terminal beneath the World Trade Center. The contract calls for installation of related power and signal ducts, compressed air lines for maintenance purposes and vibration-isolating features specially designed to insulate rail operations from Trade Center buildings.

YOU OUGHT TO KNOW

Passenger role of Pullman Co. due to shrink

As the passenger business goes, so goes the Pullman Co. And as the passenger business declines, so does the role of the service-operation acquired by the railroads 21 years ago. After Jan. 1, Pullman is slated for functions more or less in the housekeeping area—maintenance, car-cleaning, car supply and car distribution. Operation of the cars will be taken over by the approximately 27 railroads still using Pullman's service. Fifty-seven railroads acquired the operation from Pullman, Inc., for $40 million in 1947. Fifty-one roads are listed as owners now, with Penn Central holding about 31% of the stock.

Going, going, gone — for $75,000

A three-car railroad train last week joined the distinguished company of Rembrandt's "Aristotle Contemplating the Bust of Homer," Renoir's "Les Ponts des Arts," and the 33.19-carat Krupp diamond. Their point in common: All have been sold at public auction by New York's prestigious Parke-Bernet Galleries. The elegantly-refurbished train—put on the block by Johnson & Johnson's Permacel division, which used it as a travelling classroom for salesmen and distributors—went for $75,000 (as compared with the $305,000 Elizabeth Taylor paid for the Krupp diamond). The winning bidder was the Lancaster & Chester Railway of Lancaster, S.C., which is affiliated with the Spring Mills Co. L&C (which boasts a vice president for each of its 29 miles of track) said it will use the three ex-coaches for promotional purposes. A Permacel spokesman said 3,000 salesmen were schooled on the train as it toured the country during an 18-month period in 1966 and 1967.

David R. Watson, railroad trade publisher, dies

David R. Watson, 66, founder and president of Watson Publications, Inc., died Nov. 22 in Boca Raton, Fla. Mr. Watson founded the firm which bore his name in 1945, with establishment of Modern Railroads. Two other trade publications were added to the house later, Appliance Manufacturer in 1953 and Traffic Management in 1962. Watson Publications was sold to Cahners Publishing Co. in 1964, with Mr. Watson continuing as president of the subsidiary organization and as publishing director of the magazines.

More Silverliners for Philadelphia commuter service

The 10th anniversary of "Operation Northwest," a successful effort to improve commuter railroads in the Philadelphia area, was highlighted by an announcement from James C. McConnon, chairman of the Southeastern Pennsylvania Transportation Authority, that more Silverliners are on their way to make the service even better. McConnon also reported "there will be additional improvements to stations and rolling stock and further expansion of parking facilities." "Operation Northwest" was launched Oct. 26, 1958, by the City of Philadelphia and is now administered by SEPTA. In the 10 years since the program was started, the number of railroad riders has increased from 23 million to 32 million riders annually, an increase of nearly 40%.

Northwestern U. finds profit picture gloomy

James D. Emery of the Northwestern University Transportation Center sees a "gloomy outlook profit-wise for the transportation industry through June of 1969." As Emery sees it, "further rate and price increases coupled with increasing slippage in the absolute amount of goods moved will continue to squeeze profits downward in the industry." He believes railroads will be the hardest hit "as shippers turn to private carriage to cut costs." Emery's forecast came during a "profit strategy conference" at the Transportation Center. A spokesman said rail, airline, shipping and motor carrier representatives attending the conference were "apprehensive, though not pessimistic" about the immediate future.

PEOPLE

BELT RAILWAY OF CHICAGO.—Robert H. Rodeck named superintendent car department.

CHESAPEAKE & OHIO.—Robert L. Stender, district manager, trailer service department, Chicago, appointed district sales manager, Saginaw, Mich.

DELAWARE & HUDSON.—James F. Fusco appointed assistant district sales manager, New York.

DETROIT, TOLEDO & IRONTON.—Charles P. Turner, chief mechanical officer, **Lehigh Valley,** Sayre, Pa., named chief mechanical officer, DT&I, Dearborn, Mich.

JERSEY CENTRAL.—Ernest H. Harrelson, commercial agent, Albany, N.Y., appointed district freight agent, New York. **Robert P. Benjamin,** agent–operator, **New York & Long Branch,** named traveling freight agent, CNJ, Elizabeth, N.J.

LEHIGH VALLEY.— David G. Goehring, master mechanic, **Penn Central,** Chicago, appointed chief mechanical officer of the LV at Sayre, Pa., succeeding **Charles P. Turner,** transferred to the **Detroit, Toledo & Ironton,** a PC-owned line, to head the mechanical department.

NEW HAVEN.—Willis E. Copeland, general road foreman of engines, New Haven, elected president, **Railway Fuel & Operating Officers Assn.**

NORFOLK & WESTERN.— W. H. Speed appointed manager tariff publications, Roanoke, Va., succeeding **B. G. Thomas,** retired.

READING.—Harry F. Smith appointed executive consulting engineer, Philadelphia. **John J. Foster** named manager, Engineering Department–signals, electrical & communications. **Lewis D. Freeman** appointed manager, Engineering Department–track and structures. **Edward C. Lawson** named manager Engineering Department–design and construction. Abolished position of chief engineer; chief signal, electrical and communications engineer; assistant chief engineer–maintenance; and assistant chief engineer–construction.

REA EXPRESS.—James A. Warren, assistant to the president, appointed vice president, Executive Department, with offices in New York and Washingon, D.C. In addition to his present duties, Mr. Warren will direct operations of the Executive Department's Washington office, which previously had been the responsibility of the late **Joseph G. Feeney.**

ST. LOUIS SOUTHWESTERN.— Fred A. Rogers, Jr., appointed general agent, Texarkana, Ark.-Tex., to succeed the late **Cecil E. Surratt.**

UNION PACIFIC.—William R. Blaine, chief clerk, controller's office, New York, promoted to assistant to controller.

maintenance tips

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The answer is the new, portable Oakite Drum Type Foamizer® which covers surfaces to be cleaned with a thick blanket of foam. This unit, less than a cubic foot in size, requires only air and water lines and can be used anywhere you can take a drum of detergent.

The Oakite Drum Type Foamizer, completely self-contained, is simply screwed onto a drum of detergent and air and water lines attached. It's that simple. As the water passes through an eductor in the unit, it picks up detergent from the drum. This detergent-water mixture then moves to the foam chamber where air converts it to foam. There are no moving parts to be repaired or replaced; no electric current, no possibility of sparks or a short circuit, no heat-generating equipment of any kind.

Easy and pleasant to use, the Oakite Drum Type Foamizer applies a thick cover of foam to the work surface. Foam that *clings*, thus enabling chemical cleaning action to work continuously. Foam is easier to use, cleans better than runny liquid solutions, leaves no mess to clean up.

And, when teamed with a selected Oakite Detergent such as Oakite 202, cleaning time and costs are cut even more. Oakite 202 is a specially formulated detergent which quickly wets-out and emulsifies all types of railroad soils—oil, road film, bug juice, soot, carbon—holds them in suspension for rinsing. And rinsing is *complete*. Oakite 202 leaves no film residue, water streaks or spots.

In addition, Oakite 202 has no flash point, does not have to be mixed with solvents. It is safe on metal, plastic, and most fabrics. It will not pit aluminum or stainless steel; fade or bleed paint. Fast acting, safe, it can be used for a variety of jobs.

Consider the spots in your operation where a portable cleaning combination such as this could create savings in time and money, and take a tip from Oakite. Increase detergent efficiency with the Oakite Drum Type Foamizer and a selected Oakite detergent. For more information, call your local Oakite Representative, or write to address below.

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James F. Helldorfer
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William S. Sher
Dalmo Victor

SUPPLY TRADE

Raymond P. Delrich has been appointed vice president, container sales, Standard Railway Equipment Division of **Stanray Corp.**, Chicago. Mr. Delrich will be responsible for marketing transportation equipment produced by **Litewate Transport Equipment Corp.**, Milwaukee. Litewate is partially owned by Stanray. Mr. Delrich was formerly manager of research and planning activities for American Lines Ltd., where he coordinated development of the container program.

J. T. Burke has been promoted to marketing manager, Transportation Division, **Nalco Chemical Co.**, Chicago. **Tom Nohejl** has been promoted to manager, weed control, Transportation Division. **J. D. Ingraham**, staff engineer, succeeds Mr. Burke as product manager, Coagulation Chemicals Department.

William J. Garibaldi has been appointed district engineer, **Electro-Motive Division, General Motors Corp.**, New York.

TRANSIT

James F. Helldorfer has been named manager of the newly formed Rail & Transit Operations, **Dalmo Victor**, a Textron division, Belmont, Calif. **William S. Sher**, former automatic test equipment product manager for Dalmo Victor, is Rail & Transit Operations marketing manager. **Jon J. McNeill**, manager, development engineering; **C. A. Prior**, manager, design engineering; and **Gordon K. Harper**, manager, manufacturing, report to Mr. Helldorfer. Reporting to Mr. Sher are **Alan R. Donaldson**, eastern regional sales manager; **Daniel L. Turner**, applications engineering supervisor; and **Howard L. Snyder**, field service and training supervisor.

OBITUARY

Charles R. Busch, 76, who retired in 1961 as vice president, **Buffalo Brake Beam Co.**, died Nov. 7 at his home in Orange, N.J.

Lannis D. Comer, 67, retired assistant vice president of personnel, **Santa Fe**, died Nov. 20 in Roosevelt Memorial Hospital, Chicago.

Lowell M. Greenlaw, 91, retired vice president and general counsel for **Pullman Incorporated** and the **Pullman Co.**, died Nov. 15 at his home in Chicago.

Cyrus R. Osborn, 71, retired executive vice president and board member, **General Motors Corp.**, and former general manager, **Electro-Motive Division**, died recently in San Diego, Calif.

Glenn Allen Squibb, 50, vice president—marketing, **Bessemer & Lake Erie**, died Nov. 18 at St. Mary's Hospital, Rochester, Minn.

Roger W. Stenzel, 57, sales representative, **Fairmont Railway Motors**, died Nov. 14.

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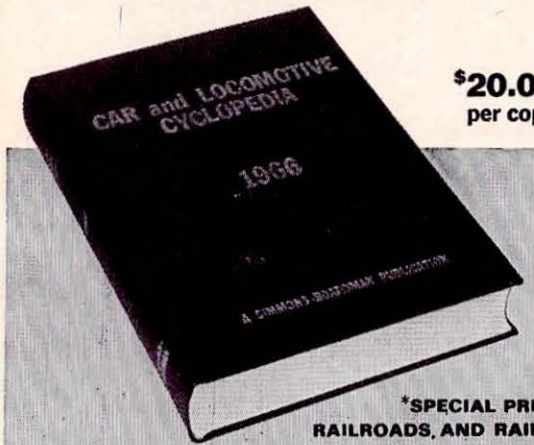

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VIEWPOINT

We have a better idea, Mr. Ford

The folks who sell cement and blacktop and gasoline and motor oil should give Henry Ford II a standing ovation. The folks who think the automobile is one of the wreckers of urban civilization can just sit there and scowl.

Illness prevented Mr. Ford from attending the recent annual meeting of the American Petroleum Institute in Chicago. But Ford Motor's vice president-public relations got his chief executive officer's comments on the record—and they make grim reading for those who would pool resources in the interest of building balanced urban transportation systems.

Mr. Ford speaks sharply about "increasingly vocal opposition to urban highway construction and increasing support for public policies designed to discourage the use of cars and trucks and encourage rail transportation." He warns that "when urban expressway systems are left incomplete, when parking facilities are not built, when highway funds collected from highway users are diverted to the support of mass transit, then the inevitable result is to make cars and trucks less useful to the public and thereby to impede the growth of our [petroleum and automobile] industries."

More highways and parking facilities, he declares, "are essential to the improvement of urban transportation." How about the mass-movement media? Well, Ford's top officer says that "keeping up with rising public expectations will also require better methods of traffic management. In many cities, it will require improvements in public transit as well as in facilities for private travel."

Mr. Ford's proposal to the API was this: "I suggest that the long-term best interests of our two industries will be well served if we focus our joint efforts on discovering how motor vehicles and motor vehicle facilities can be woven more harmoniously into the fabric of urban life."

With all due respect to the individual and corporate successors to the original Henry Ford, the urban centers of the United States need something more than Detroit/oil-field chauvinism.

THE KEY WORD IS "BALANCE"

What's needed is not a kind of gracious concession that "many cities" need improvement in mass-transportation facilities. What's needed is not a "what's mine is mine" attitude with regard to tax monies, however gathered. What's needed is some sort of rational approach which will serve both the individual's desire for personal mobility and flexibility, and the urban area's need for maximization in land and dollar use.

There can be no real argument, if the automobile and petroleum industries want to get together and improve the lot of the motorist. They might start with a couple of things, such as reducing air pollution and improving dealer-service. (To his credit, these were two other problems which Mr. Ford touched on in his API comments.) At the same time, no worthwhile purpose will be served if these two industries—or any groups, on either "side" of urban transportation—dig themselves too deeply into selfish-interest positions.

The solution to the problem lies in balance—not in overwhelming dependence upon any single "solution."

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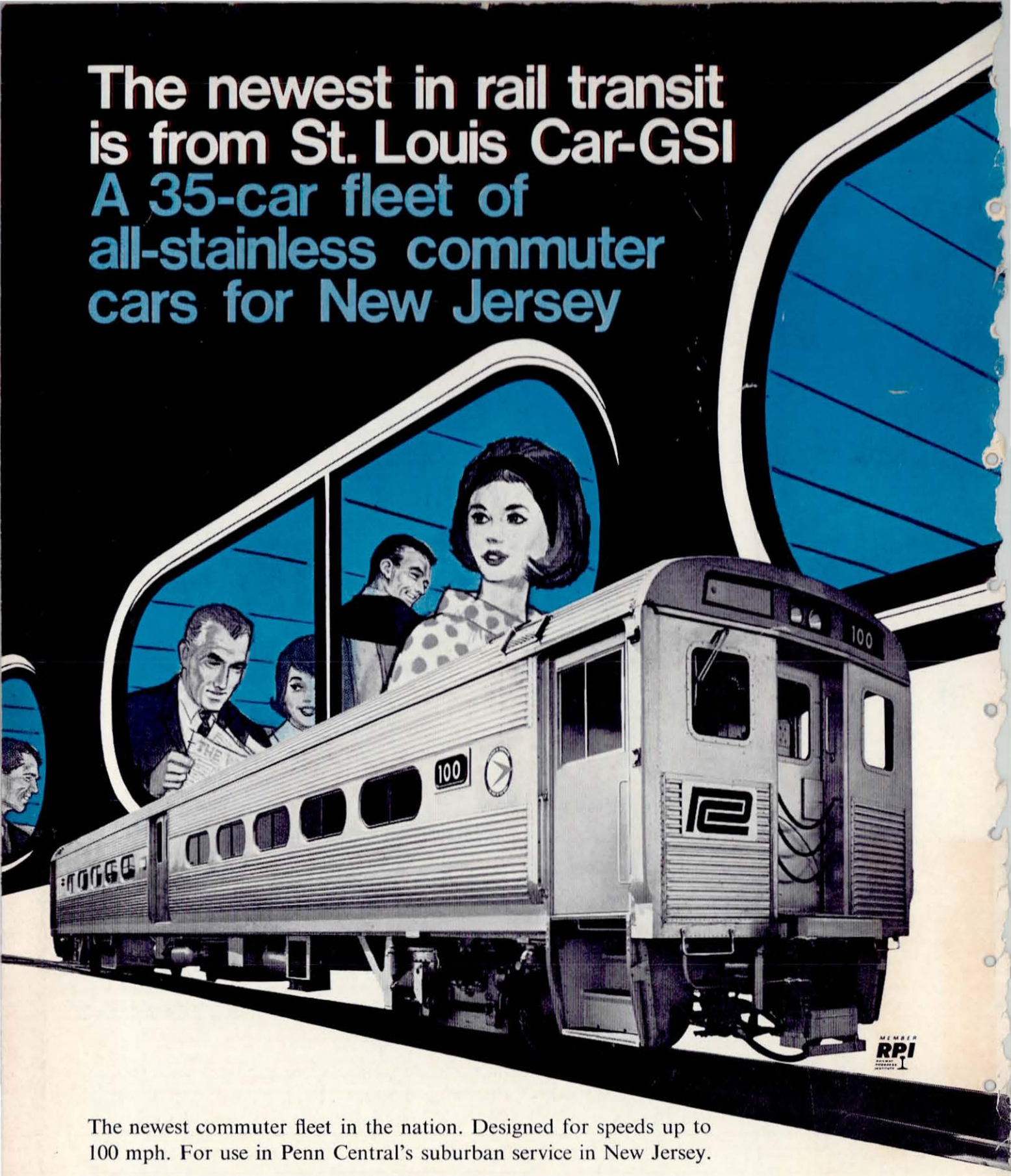

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